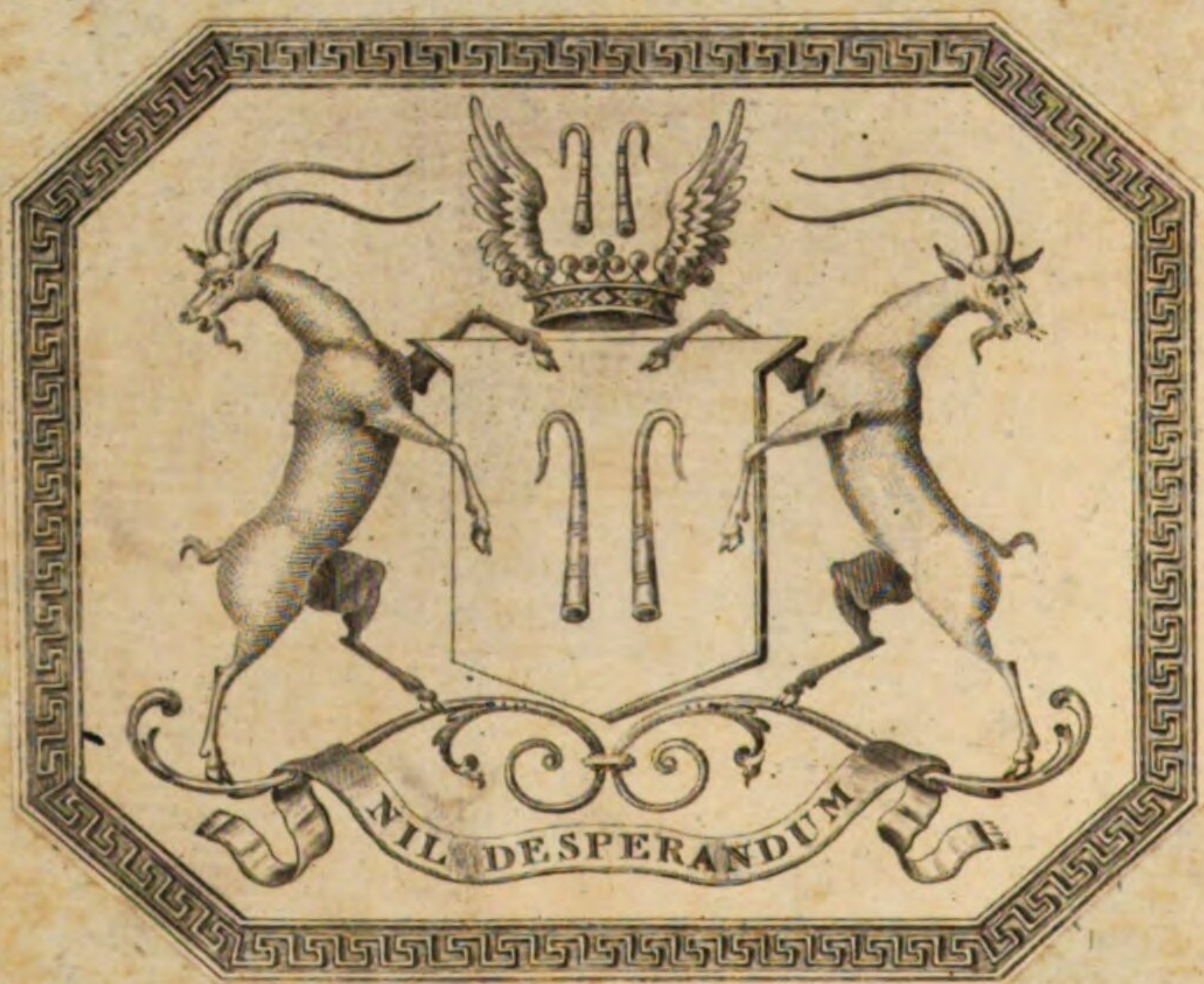


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Schomberg



NAVAL CHRONOLOGY;
OR,
AN HISTORICAL SUMMARY
OF
NAVAL & MARITIME EVENTS,
FROM THE TIME OF
The Romans, to the Treaty of Peace 1802.

WITH AN APPENDIX.

IN FIVE VOLUMES.

VOL. II.

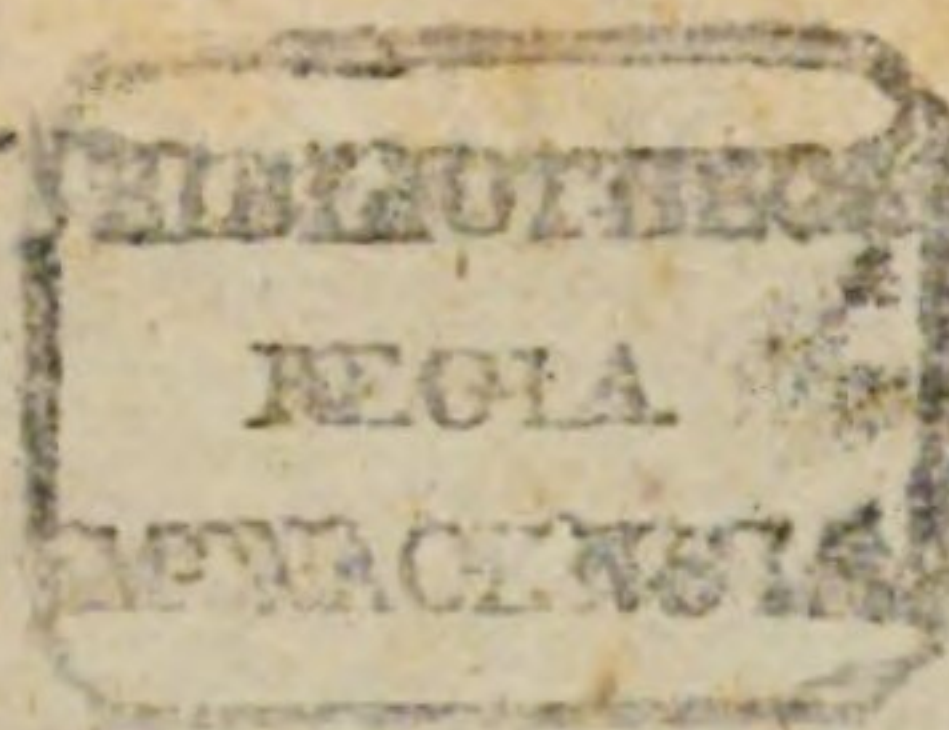
By ISAAC SCHOMBERG, Esq.
CAPTAIN IN THE ROYAL NAVY.

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1802.



A
SUMMARY
OF
NAVAL & MARITIME EVENTS.

VOL. II.

EUROPE.

AT AND NEAR HOME.

Supplies granted by parliament for the sea service.			A. D. 1780
FOR 85,000 men, including 18,779 marines and sea ordnance	l.	s.	d.
For the ordinary, including half-pay to sea and marine officers	4,420,000	0	0
For building, repairs, &c.	85,381	7	6
Towards discharging the navy debt	697,903	0	9
	1,000,000	0	0
Total for the navy	7,003,284	8	3
Total supplies granted for the year	£21,196,496	12	9½

Flag Officers employed.

Officers.	Rank.	Ships.	Guns.
Portsmouth.			
Sir Thomas Pye, Knt. Admiral of the White	-	Diligente	70
Plymouth.			
James Gambier, Esq. Vice-Admiral of the Blue.	-	Dunkirk	60
Vol. II.	B		Nore

A.D.

Nore.

1780

Robert Roddam, Esq. Vice-Admiral of the White.	}	Conquestadore	60
- - -			

Channel Fleet.

*Francis Geary, Esq. Admiral of the White.	}	Victory	-	110
- - -				

Hon. S. Barrington, Vice-Admiral of the White.	}			
- - -				

Geo. Darby, Esq. Vice-Admiral of the White.	}	Britannia	-	110
- - -				

Rob. Digby, Esq. Rear-Admiral of the Red.	}	Prince George	98
- - -			

Sir J. L. Ross, Bart. Rear-Admiral of the Red.	}	Royal George	100
- - -			

Lisbon.

Geo. Johnstone, Esq. Commodore	Romney	50
--------------------------------	--------	----

North America.

M. Arbuthnot, Esq. Vice-Admiral of the White.	}	Europe	-	64
- - -				

Thomas Graves, Esq. Rear-Admiral of the Red.	}	London	-	98
- - -				

Newfoundland.

Rd. Edwards, Esq. Rear-Admiral of the Red.	}	Portland	-	50
- - -				

Leeward Islands.

†Sir G. B. Rodney, Bart. Admiral of the White.	}	Sandwich	-	98
- - -				

Hyde Parker, Esq. Vice-Admiral of the Blue.	}	Princess Royal	98
- - -			

Sir Sam. Hood, Bart. Rear-Admiral of the Blue.	}	Barfleur	-	98
- - -				

Jos. Rowley, Esq. Rear-Admiral of the Red.	}	Suffolk	-	74
- - -				

Will. Hotham, Esq. Commodore	Vengeance	74
------------------------------	-----------	----

Hon. B. Wallingham, Commodore	Thunderer	74
-------------------------------	-----------	----

* Succeeded to the command on the death of Sir Charles Hardy on the 19th of May. Admiral Geary resigned in August; the command devolved on Vice-Admiral Darby, Admiral Barrington having declined accepting it.

† Sailed the end of the year 1779.

Vice-Admiral Francis William Drake commanded in the Downs.
Jamaica.

A.D.
1780

Jamaica.			
Sir Peter Parker, Knt. Vice-Admiral of the White.	}	Bristol	50
East-Indies, and on the passage home.			
Sir Edward Hughes, K. B. Vice- Admiral of the Blue	}	Superb	74
Sir Edward Vernon, Knt. Rear-Ad- miral of the Red.		Rippon	60

In September his Majesty was pleased to order the following promotion of flag officers, viz.

Mathew Buckle, Esq.	}	Vice-Admirals of the Red to be Adm. of the Blue.
Robert Mann, Esq.		
Hugh Pigot, Esq.	}	Vice-Admirals of White to be Vice-Admirals of the Red.
Lord Shuldham		
John Vaughan, Esq.	}	Vice-Admiral of Blue to be Vice-Ad. of the Red.
Robert Duff, Esq.		
John Reynolds, Esq.	}	Vice-Admirals of the Blue to be Vice-Admirals of the White.
Sir Hugh Palliser, Bart.		
Hon. John Byron		
Mathew Barton, Esq.		
Sir Peter Parker, Knt.		
Hon. Sam. Barrington		
Marriot Arbuthnot, Esq.		
Robert Roddam, Esq.		
George Darby, Esq.		
John Campbell, Esq.		
James Gambier, Esq.	}	Rear-Admirals of the Red to be Vice-Admirals of the Blue.
William Lloyd, Esq.		
Fra. Will. Drake, Esq.	}	Rear-Ads. of White to be Vice-Ads. of the Blue.
Sir Edward Hughes, K. B.		
Hyde Parker, sen. Esq.	}	Rear-Admirals of the White to be Rear-Ad- mirals of the Red.
John Evans, Esq.		
Mark Milbank, Esq.	}	Rear-Admirals of the Blue to be Rear-Admirals of the Red.
Nicholas Vincent, Esq.		
John Storr, Esq.	}	
Sir Edward Vernon, Knt.		
Joshua Rowley, Esq.	}	
Richard Edwards, Esq.		
Thomas Graves, Esq.	}	
Robert Digby, Esq.		
Sir John Lockhart Ross, Bart.	}	

A.D.

1780

Captains.

Charles Webber, Esq.
 William Langdon, Esq.
 Benjamin Marlow, Esq.
 Alexander Hood, Esq.
 Alexander Innes, Esq.
 Sir Chaloner Ogle, Bart.
 Sir Samuel Hood, Bart.
 Mathew Moore, Esq.
 Sir Richard Hughes, Bart.
 Fra. Sam. Drake, Esq.
 Richard Kempenfelt, Esq.

To be Rear-Admirals of
 the White.

To be Rear-Admirals of
 the Blue.

EUROPE.

On the 2d of January the Squadron, under Captain Charles Fielding, which had been sent to intercept a Dutch convoy, fell in with it a little to the westward of the Isle of Wight, escorted by two sail of the line and two frigates, commanded by Admiral Count Byland.

Captain Fielding desired that he might be allowed to examine the merchant vessels, which the Dutch Admiral persisted in refusing, and fired at the boats which had been sent to board them, to resent this insult Captain Fielding ordered a shot to be directed ahead of the admiral, who instantly discharged a broadside into the Namur, and upon her returning it struck his colours.

Seven of the merchant vessels laden with naval stores were detained; and Count Byland given to understand that he was at liberty to hoist his colours and prosecute his voyage with the remainder of his convoy. The Dutch admiral accepted the former and saluted the British flag, but declined proceeding on without the whole of his charge, and sailed into Spithead.

From the darkness of the night many of the transports with stores escaped and got safe into Brest.

On the 8th of January Sir George Brydges Rodney, on his passage to relieve Gibraltar, fell in with, and after a chase of a few hours, captured the whole of a Spanish convoy from St. Sebastian, bound to Cadiz, laden with naval stores, provisions, &c. under the escort of seven ships and

and vessels of war* belonging to the Royal Caraccas Company. A.D. 1780

Sir George Rodney commissioned the Spanish 64 gun ship, and named her the Prince William, in compliment to his Royal Highness Prince William Henry, in whose presence she was taken.

This fortunate officer, on the 16th, being about four leagues from Cape St. Vincent, at one in the afternoon discovered the Spanish fleet†, under the command of Don Juan de Langara. The day being far advanced, the signal was made for a general chase, the ships to engage as they came up, and to take the lee gage to prevent the enemy's retreat into their own ports. At four P. M. the headmost ships began to engage, at 40 minutes past, one of the enemy's ships blew up with a dreadful explosion while in action with the Bienfaisant, and every soul perished. The chase and running fight continued the whole of the night in most tempestuous weather with a heavy sea; at two in the morning the Monarca, which was the headmost of the enemy's ships struck, making in the whole seven taken or destroyed. At this time the fleet was so much entangled on a lee shore, and some of the ships very materially disabled, that it was with the utmost difficulty they weathered the shoals off St. Lucar. The loss the British fleet sustained in this action was 32 killed, and 102 wounded. Lieutenant Strachan of the marines was among the former. Lieutenants Forbes and Forrest were in the list of wounded; the latter died of his wounds, by which the service lost a promising young officer. He was a son of the late gallant Commodore Arthur Forrest.

* Spanish ships and vessels of war taken by Sir George Rodney.

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>
Guipuscaio - - -	64 - -	550
San Carlos - - -	32 - -	200
San Rafael - - -	30 - -	155
Santa Teresa - - -	28 - -	150
San Bruno - - -	26 - -	140
San Fermia - - -	16 - -	60
San Vincente - - -	10 - -	40
Total - -	206	1295

† See Appendix, Chap. II. No. 188.

A.D. 1780 The Phoenix, Don Juan de Langara's ship, was taken possession of by the Bienfaisant; but the small-pox being on board that ship, Captain Macbride, actuated by principles of humanity, was unwilling to risk the infection being spread amongst the prisoners, sent the following proposals to the Spanish admiral, which were accepted with thanks, and executed with the strictest honour.

“ *Bienfaisant at Sea, Jan. 18, 1780.*

“ The small-pox being on board his Majesty's ship Bienfaisant (of a malignant kind) the feelings of a British officer cannot allow him to introduce an infection, even amongst his enemies. From this consideration, and the very gallant defence made by Admiral Langara and his officers; Captain Macbride consents that neither officers nor men shall be removed from the Phoenix, taken by his Britannic Majesty's ships the Defence and Bienfaisant; Admiral Langara being responsible for the conduct of his officers and men; and in case we fall in with any Spanish or French ships of war, he will not suffer Lieutenant Thomas Lewis,* his officer, to be interrupted in conducting and defending the ship to the last extremity, agreeable to his orders. And if, meeting with superior force, the Phoenix should be retaken, and the Bienfaisant fight her way clear, Admiral Don Juan de Langara, his officers and men, are to hold themselves prisoners of war to Captain Macbride; upon their parole of honour, (which he is confident with Spanish officers is ever sacred). Likewise, if the Bienfaisant should be taken, and the Phoenix escape, the Admiral Don Juan de Langara, his officers, &c. will no longer be prisoners, but freed immediately. In short, they are to follow the fate of the Bienfaisant.

(Signed)

“ JUAN IGN. DE LANGARA.”

“ JOHN MACBRIDE.”

On the 27th Sir George Rodney† arrived with his prizes in Gibraltar bay, and immediately dispatched the fleet of

* Afterwards captain of the Minotaur in the memorable battle on the 1st of August, 1798.

† In March the freedom of the cities of London and Edinburgh was voted to be presented to Sir George Rodney in gold boxes, valued at 100 guineas each.

victuallers and storeships for Minorca, under convoy of three copper-bottomed ships of the line*. A.D. 1780

Towards the middle of February Sir George Rodney having watered and refitted the fleet, sailed from Gibraltar. After passing the Straits, he proceeded to the West-Indies with a part of the fleet, directing the remainder to proceed to England with the Spanish prizes under Rear-Admiral Digby†, who on the 23d discovered and gave chase to a French convoy, consisting of 13 sail, escorted by two sail of the line, two ships armé en flute, and a frigate‡. The weather being extremely boisterous and a dark night coming on, only three of the convoy, and one ship of the line, after a short resistance, were taken. They were from Brest, bound to Mauritius, laden chiefly with naval and military stores.

The 26th of February is remarkable for the extraordinary measures pursued by the Northern Powers of Europe; the court of Russia issued a manifesto, by which it dictated a new code of maritime laws, and struck at the sovereignty and pre-eminence on the ocean, which had been so long claimed and maintained by this country. Russia, joined by Denmark and Sweden, composed that formal naval confederacy, called the armed neutrality. Portugal was invited to the union, but declined acceding to it.

On the 9th of March the court-martial, which had assembled on board his Majesty's ship the Victory in Portsmouth harbour, for the trial of Captain Philip Boteler, for the loss of his Majesty's ship Ardent, passed the following sentence, viz.

“ That it appears that Captain Philip Boteler did not
“ do the utmost to prevent the king's ship falling into the
“ enemy's hands; and that therefore he ought to be dis-
“ missed from his Majesty's service.”

The officers of the Ardent were all honourably acquitted.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
* Marlborough	74	Taylor Penny
Defence	74	Wm. Cranston
Invincible	74	C. Saxton

† See Appendix, Chap. No. 188.

<i>Ships.</i>	<i>Guns.</i>	
‡ Prothee	64	600
L'Ajux	64	600

A.D. 1780 On the 13th of March, his Majesty's ships the *Alexander* and *Courageux*, of 74 guns each, commanded by Lord Longford and Lord Mulgrave, being on a cruize to the westward of Scilly, fell in with, and after a chace of 18 hours, captured *Le Monsieur* French privateer, mounting 40 guns, twelve and six pounders, and 362 men, commanded by M. Jean de Boeket, fitted out from L'Orient; being a fine new frigate, she was taken into the service by the same name.

On the 8th of April, Commodore Walsingham sailed from Portsmouth with a large convoy bound to the West-Indies.*

On the 18th of April, the Spanish fleet, under the command of Don Joseph Solano, consisting of twelve sail of the line, several frigates, and 83 transports, having on board 11,460 troops, sailed from Cadiz for the West-Indies.† Soon after the departure of this fleet, his Majesty's ship *Cerberus*, of 28 guns, Captain Robert Mann, being on a cruize, fell in with it; that vigilant and active officer continued to follow it for several days; at length being convinced of its destination, he quitted his station, and proceeded with the utmost dispatch to give the earliest intelligence to Sir George Rodney, whom he fortunately found at anchor in Carlisle bay, Barbadoes.

On the 17th of May, Rear-Admiral Graves sailed from Plymouth with a squadron, bound to North America.‡

On the 19th of May, Admiral Sir Charles Hardy, commander in chief of the channel fleet, died at Portsmouth; he was buried a few days after with the usual state upon such occasions; the whole fleet, during the procession, remained with their colours half staff up, and firing minute guns.

Admiral Francis Geary succeeded to the command; Vice-Admiral Barrington second; and Vice-Admiral Darby, third in command.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
* <i>Thunderer</i> , -	74	{ Hon. B. Walsingham, Commodore. Capt. Nichols.
<i>Berwick</i> , -	74	
<i>Torbay</i> , -	74	Hon. Keith Stewart.
<i>Egmont</i> , -	74	John Lewis Gidoin.
		John C. Allen.

† See Appendix, Chap. II. No. 190—after the Channel fleet, commanded by Admiral Geary.

‡ See Appendix, Chap. II. No. 189.

In June Admiral Geary sailed from Spithead with 23 A.D. 1780
 sail of the line, and was joined at sea by some others, to
 cruize in the Soundings.*

On the 4th of July the fleet discovered, and gave chase
 to a French convoy, twelve sail of which were overtaken
 and captured; they were from St. Domingo bound to
 France; the remainder, with *La Fier*, of 50 guns, ef-
 fected their escape under cover of a thick fog.

On the same day his Majesty's ships *La Prudente*, of 36
 guns, and 280 men, commanded by the honourable Cap-
 tain Waldegrave, and *Le Licorne*, of 32 guns, and 220
 men, commanded by the honourable Captain Cadogan,
 being on a cruize off Cape Ortegal, discovered, on the
 clearing up of a fog, a large ship bearing down upon them;
 but on the frigates chacing, hauled her wind, when she
 was clearly made out to be an enemy.

Light winds and calms prevented *La Prudente* getting
 alongside of her until half past eleven at night, when a
 most severe action commenced within pistol shot, and was
 continued with great spirit and bravery by the French com-
 mander, who was frequently engaged with both frigates
 until half past four in the morning, when she was obliged to
 strike, and proved to be *La Capricieuse* French frigate,
 quite new, from L'Orient only eight days, pierced for 44
 guns, but only 32 mounted, and 308 men, commanded by
 M. de Renfonce, who, with M. de Fontaine, the second cap-
 tain, was killed; above 100 of the crew were also killed and
 wounded. Upon taking possession of her, she was found in
 so disabled a state, having six feet water in the hold, her
 main-mast and fore-top-mast shot away, the other masts in
 great danger of falling overboard, and the hull so much
 damaged, that upon the report of a survey held by the car-
 penters of the *Prudente* and *Licorne*, Captain Waldegrave
 ordered her to be burnt.

La Prudente had four midshipmen and 13 men killed.
 Mr. Ellison, first lieutenant, lost his arm;† one midship-
 man, and 26 men wounded.

La Licorne had three men killed, and seven wounded.

On the 9th of July, the combined fleets sailed from Ca-
 diz; that of Spain, consisting of 22 sail of the line, under

* Appendix, Chap. II. No. 190.

† Made post in 1783, regulating captain at Gravesend, and has a
 pension of 5s. per day.

A.D. 1780 Admiral Don Lewis de Cordova; the French nine sail of the line, six frigates, and four corvettes, under M. de Beauflet.

On the 14th of July, Sir James Wallace, in his Majesty's ship *Nonfuch*, of 64 guns, being on a cruize, discovered, and gave chase to a French convoy; the whole escaped into the Loire, excepting one frigate, *La Lazere*, which was driven on shore, and destroyed; she was pierced for 36 guns, but had 12 mounted. Two other French frigates were in company, *La Bellone* and *L'Etourdie*, of the same force, which got off with the convoy. While the boats of the *Nonfuch* were destroying the above frigate, three more sail were discovered in the offing, making signals to each. Sir James Wallace instantly gave chase, and about midnight came up with one of them; which, after a gallant defence of two hours, struck, and proved to be *La Belle Poule* French frigate, of 32 guns, and 275 men, commanded by Le Chevalier Kergariou, who, with 24 of his crew, were killed; most of the remaining officers, and 50 men wounded. The *Nonfuch* had three men killed and 10 wounded. The frigates in company were *L'Amiable*, of 32 guns, and *Le Rosignolle*, of 20. *La Belle Poule* was taken into the service by the same name.

On the 9th of August, the East and West-India convoy, on its passage out, under the escort of one ship of the line and two frigates,* were intercepted by the combined fleets; above 60 sail were taken, and carried in great triumph into Cadiz. Among the number which fell into the enemy's hands on this unfortunate occasion, were five East-India ships, and 18 victuallers and other store-ships.† The number of prisoners, including passengers, amounted to 2865.

On the 10th of August, his Majesty's ship *Flora*, of 36

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
* <i>Ramillies</i> , -	74	Captain John Moutray.
<i>Southampton</i> , -	32	—— William Garnier.
<i>Theris</i> , -	32	—— Robert Linzee.

† Names of the East-India ships captured.

<i>Ships.</i>	<i>Commanders.</i>
<i>Royal George</i> , -	Captain Foxall.
<i>Mount Stewart</i> , -	—— Haldane.
<i>Hillsborough</i> , -	—— Collet.
<i>Gatton</i> , -	—— Bayten.
<i>Godfrey</i> , -	—— Grubber.

guns,

guns, and 280 men, commanded by Captain William A.D. Pere Williams, about four in the afternoon standing in un- 1780 der Ushant in quest of the fleet, with the wind at E. N. E. discovered, through the haze, a large ship and cutter, lying to about four miles to leeward. Captain Williams immediately made sail, and edged towards them; which was no sooner perceived by the stranger, then she wore, hauled to the wind, and backed her mizen top-sail to wait the Flora's approach; the cutter working off and on.

At ten minutes past five the frigates were within two cables length of each other, and began the engagement, which continued with great bravery for an hour, gradually closing; at this time the Flora's wheel being shot away, her standing and running rigging cut to pieces, she fell on board of the enemy, and engaged in this position fifteen minutes, when the enemy deserted their great guns, and attempted to board her, but were repulsed with considerable loss. The Flora's people boarded her in return sword in hand, drove them from their quarters, struck the colours, and took possession of the ship, which proved to be *La Nymphe*, a very fine French frigate, only four years old, and coppered. She mounted 32 guns, though pierced for 40, and 291 men, commanded by the Chevalier de Romain, who died of the wounds he had received in the action the same evening. She had 63 killed, including the first and second captains, the first lieutenant and three inferior officers: wounded 73; among the number were the second lieutenant, two officers of marines, and seven other inferior officers; in the whole making 136 killed and wounded. The loss the Flora sustained was nine killed, and 27 wounded.*

La Nymphe was purchased by government, and added to the royal navy by the same name.

On the 12th of August, Captain John Macbride, in his Majesty's ship *Bienfaisant*, of 64 guns, having under his command three frigates, sailed from Cork with a large convoy;† but the whole of them not being able to get out of the harbour on that day, he directed the *Licorne* and

* Mr. Thornborough, first lieutenant, was promoted to the rank of commander; and is now a rear-admiral.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
† <i>Bienfaisant</i> ,	64	Captain John Macbride.
<i>Charon</i> ,	44	——— John Simmonds,
<i>Licorne</i> ,	32	——— Hon. Thomas Cadogan.
<i>Huffar</i> ,	28	——— Charles M. Pole.

Huffar

A.D. 1780 Hussar to remain off the entrance to hasten the rest; whilst he, with the Charon, lay to in the Offing with those already out. At day-light on the morning of the 12th, he found himself driven down as far as the old head of Kinsale, and observed a large ship in chase of some of the convoy; Captain Macbride, in his turn, gave chase, in company with the Charon. At half past seven A. M. he got within pistol shot of the chase, which had hoisted English colours; but on Captain Macbride's hailing, she hauled them down and hoisted French, beginning to engage with musketry. A smart action was now commenced, and continued an hour and ten minutes, when she struck, having 21 men killed, and 35 wounded, with her rigging and sails cut to pieces. She proved to be Le Comte D'Artois private ship of war, mounting 64 guns, and 644 men, commanded by the Chevalier Clonard, who was slightly wounded. Two of his brothers, colonels in the Irish Legion, of that name, were on board. Lieutenant Parry, and some of the Monarch's people, which had been put on board a prize, were also retaken.

The Bienfaisant had three men killed, and 20 wounded. The Charon one man wounded.

August the 18th, Admiral Geary returned to Portsmouth with the Channel fleet, and resigned his command. It was offered to Vice-Admiral Barrington, who had been his second, but that brave and excellent officer thought proper to decline accepting of it. Vice-Admiral Darby, who stood next in command, was therefore appointed.

On the 28th Rear-Admiral Digby sailed from Spithead on a cruize with twelve sail of the line, and two frigates.*

On the 11th of September Vice-Admiral Darby followed with the remainder of the fleet.†

On the 30th of October, the combined fleets of France and Spain sailed from Cadiz; soon after they met with very tempestuous weather, in which several of their ships received considerable damage, and were obliged to return into port. On the 7th of November the French fleet again put to sea, and reached Brest without molestation.

On the 15th of November the Magnificent, of 74 guns, Captain John Elphinstone; the Conqueror, of 74, Cap-

* See Appendix, Chap. II. No. 191.

† See Appendix, Chap. II. No. 192, and combined fleets that sailed from Cadiz.

tain Dickson; the Elizabeth, of 74, Captain Maitland; the Berwick, of 74, the honourable Captain Stewart; and the Lion, of 64, the honourable Captain Cornwallis, arrived at Spithead in a most crippled condition, having suffered considerable damage in several heavy gales of wind on their passage with the convoy from Jamaica. A.D.
1780

On the 2d of December, Rear-Admiral Sir Samuel Hood sailed from Spithead with a squadron of ships of war,* having under his convoy the trade bound to the West Indies; not long after the fleet was overtaken by a violent gale of wind, which scattered the convoy, and disabled both ships of war and merchantmen. The Monarca, of 70 guns, was entirely dismasted, and obliged to return to England.

About the middle of December Vice-Admiral Darby returned with the fleet to Spithead, without any particular occurrence having taken place during his cruize.

On the 20th of December, a manifesto and declaration of war against Holland were issued at St. James's.

In the same month his Majesty's ship Bellona, of 74 guns, commanded by Captain Richard Onslow, fell in with, and after an action, which continued half an hour, captured the Princess Caroline Dutch ship of war, mounting 54 guns, and 300 men, four of whom were killed, and 12 wounded. She was from Amsterdam bound to Lisbon. Captain Onslow carried his prize into the Downs.

The Isis, of 50 guns, commanded by Captain Evelyn Sutton, on her passage from the Nore to Spithead, fell in with the Rotterdam Dutch ship of war, of 50 guns; when, after a short action, both ships mutually sheered off, and pursued their respective courses.

An account of all the men raised for his Majesty's navy, including marines from the 29th of September, 1774, to the 29th of September, 1780.

Years.		No. raised.
1774	- -	345
1775	- -	4734
1776	- -	21564
1777	- -	37458
1778	- -	41847
1779	- -	41832
1780	- -	28210

Total raised, 175990

* See Appendix, Chap. II. No. 193.

An

A. D.
1780

An account of the number of men who have died in actual service; those who have been killed by the enemy; also deserted from his Majesty's service, since the 1st day of January, 1776.

<i>Years</i>	<i>Died.</i>	<i>Killed.</i>	<i>Total Killed and died.</i>	<i>Deserted.</i>
1776	1679	105	1784	5321
1777	3247	40	3287	7685
1778	4801	254	5055	9919
1779	4726	551	5277	11541
1780	4092	293	4385	7603
Total,	18541	1243	19788	42069

MEDITERRANEAN AND COAST OF PORTUGAL.

In the night between the 6th and 7th of June, the Spaniards made an attempt to destroy the ships of war in Gibraltar bay, and some ordnance transports which were lying in the New Mole.* For the accomplishment of this enterprize, seven fire ships were sent from Algefiraz, covered by a croud of armed gallies and row boats, supported by a small squadron under Don Barcello, which cruized across the entrance of the bay, to embolden the attack, as well as to intercept any vessels that might attempt to escape.

The darkness of the night was favourable to the enterprize; and might have proved successful, had not the Spaniards injudiciously set fire to their ships at too great a distance. The bursting out of the approaching flames alarmed the British commanders, who, till then, were ignorant of the danger, and had time to prepare for the reception of those dreadful instruments of destruction. The boats of the ships were instantly manned, and rowed up to the fire-ships, which they grappled with the greatest intrepidity, amidst the bursting of shells and a heavy cannonade, towing them clear of the ships of war, and they drove on shore in

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
* Panther,	60	Captain Henry Hervey.
Enterprize,	28	P. Leslie.
St. Fermin,	14	Joseph Faulkner.
Porcupine,	20	Sir C. H. Knowles.
Minorca,	14	Hugh Lawson.

The two last were employed up the Mediterranean.

different

different parts of the bay, where they were entirely consumed. Soon after two more fire-ships, still larger than the former, were observed bearing down on the Panther; but so furious a cannonade was discharged at them, that the Spaniards were obliged to set them on fire, and abandon them to the fate of their companions. At day-light in the morning, Don Barcello had the mortification of beholding the failure of his hoped for expedition, and returned to Algefiraz. A.D.
1780

The Achilles cutter privateer, commanded by Mr. William Gawkins, off the rock of Lisbon, engaged most gallantly L'Eulalie, a large French letter of marque from Bourdeaux, bound to Port au Prince, mounting 30 guns, nine and six pounders, with 100 men; the action continued at intervals from two o'clock in the afternoon on the 14th of June, till half past three P. M. the following day, when the Æolus frigate hove in sight, and coming up, obliged the enemy to strike, with the loss of her captain, first lieutenant, and several men killed and wounded. The privateer had one man killed, and eight wounded.

On the 1st of July, his Majesty's ship Romney, of 50 guns, and 300 men, commanded by Captain Roddam Home, being on a cruize off the rock of Lisbon,* fell in with, and after a short, but smart running fight, captured L'Artois French frigate, of 40 guns, and 474 men, commanded by M. de Febre. She had 20 killed, and 40 wounded. The Romney had three men killed and wounded.

L'Artois was taken into the royal navy by the same name.

On the 6th, the Romney took La Pearle French corvette, of 18 guns, and 138 men, commanded by Le Chevalier de Briagnon.

The spirited conduct of Captain Edward Moore, commander of the Fame privateer, of Dublin, mounting 22 six pounders on the main deck, four four pounders on the quarter-deck, and 108 men, deserves infinite merit. Having sailed from Mahon on the 20th of August, he received advice that five French letters of marque had sailed from Marseilles, bound to the West-Indies, he immediately went in quest of them. On the morning of the 25th, they were discovered near the coast of Spain, but at so great a

* Appendix, Chap. II. No. 194. Ships on this station.

distance,

A.D. 1780 distance, and the day being far spent, that Captain Moore judged it best not to chace, but to get betwixt them and the land during the night, in which he had the good fortune to succeed. The next morning at day-light he found himself off Cape de Gatt, and about two leagues from the enemy, who was formed in a close line of battle to receive him. At half past six A. M. the *Fame* got within gun shot, when they hoisted French colours and discharged their broadsides.

Captain Moore with the greatest coolness continued to bear down upon them notwithstanding a heavy fire from the enemy, reserving his until within pistol shot of the largest, which struck, after an engagement of three quarters of an hour; without stopping to take possession of her, Captain Moore proceeded to engage the second, which struck also after a short resistance, on board of this vessel he sent an officer and seven men with orders to stay by the first, while he should pursue the other three, which were making sail to get off. After a short chace he came up with two of them which surrendered, the other escaped. His prizes proved to be *Les deux Freres*, pierced for 20 guns, mounting fourteen six pounders and 55 men; *L'Univers*, pierced for 18, mounting twelve four pounders, and 41 men; the *Zephir* (formerly a sloop of war in his Majesty's service) pierced for 14, mounting ten 3 pounders, and 32 men; and the *Nancy*, a pink of two 6 pounders, and 18 men. Captain Moore carried his prizes into Algiers.

In September the *Revenge* privateer of 20 guns, and 100 men, captured, after a smart resistance, a large Spanish ship from Ferrol to Cadiz with naval stores; she mounted 20 guns and 60 men, ten of whom were killed, and 15 wounded. The privateer had seven men wounded.

NORTH AMERICA.

On the 11th of February Vice-Admiral Arbuthnot having shifted his flag from the *Europe*, of 64 guns, to the *Roebuck* of 44, proceeded from New York with a squadron of ships of war*, to co-operate with General Sir Henry Clinton in the reduction of Charlestown, South

* Appendix, Chap. II. No. 195.

Carolina. It was the 20th of March before the ships of A.D. war were able to pass the bar, occasioned by the badness 1780 of the weather and the enemy's galleys, which were continually annoying the boats employed to sound the channel. At the requisition of the General some heavy cannon were landed from the men of war with a detachment of seamen, under the command of the honourable Captain George Keith Elphinstone of the *Perseus*, and Captain Evans of the *Raleigh*.

The army having constructed and opened its batteries against the town, the vice-admiral, on the 9th of April, got under weigh with seven frigates, and passed Sullivan's island amidst a heavy fire, and in two hours anchored under James island; the loss the ships sustained in passing the batteries was 27 killed and wounded.

The enemy had a considerable naval force in the harbour, which was drawn up in order of battle, as if determined to dispute the passage; but on the approach of the British squadron they abandoned their position, and retired up to Charlestown, where most of the armed ships, with several merchant vessels and *châteaux de frize*, were sunk to obstruct the passage*.

On the 29th a brigade of 500 seamen and marines were landed under the command of the Captains Hudson, Orde, and Gambier, which without any resistance took possession of a fort at Mount Pleasant.

The admiral, thinking it practicable to carry the fort on Sullivan's island by storm, covered and supported by the ships of war, was determined to make the attempt; accordingly, in the night on the 4th of May, a detachment of 200 seamen and marines were landed under the com-

* French and American force before Charlestown.

American Ships.

Bricole, pierced for 60 guns, mounted 44 guns, twenty-four and eighteen pounders, sunk.

Truite, 26 twelve pounders, sunk.

Queen of France, 28 nine pounders, ditto.

General Moultrie, 20 six pounders, ditto.

Notre Dame, brig, 16 six pounders, ditto.

Providence, 32 eighteen and twelve pounders, taken.

Boston, ditto---ditto---ditto.

Ranger, 20 six pounders, ditto.

French Ships.

L'Aventure, 26 nine and six pounders, taken.

A Polacre, 16 six pounders, ditto.

Four armed galleys and some small vessels, ditto.

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mand

A.D. 1780. mand of the Captains Hudson, Gambier, and Knowles, they were fortunate enough to pass the fort before daylight unobserved by the enemy, and took possession of a redoubt on the east-end of the island. The ships of war being drawn up ready to support the attack, and every arrangement made for the storm; Captain Hudson previously summoned the fort, which after some little consideration surrendered prisoners of war.

On the 11th Charlestown capitulated to the General.

The loss sustained by his Majesty's ships during the siege both on shore and in the ships did not exceed 23 killed, and 28 wounded.

On the 11th of July M. de Ternay arrived at Rhode Island from France with a squadron of seven sail of the line, five frigates, and two armed ships, having under his convoy several sail of transports with 6000 troops on board, under the conduct of Lieutenant-General the Count de Rochambeau*. At this time Vice-Admiral Arbuthnot was lying at New York with only four sail of the line, and in daily expectation of being attacked by the enemy; he was however on the 13th relieved from these alarming apprehensions, by the arrival of Rear-Admiral Graves from England with six sail of the line. Thus reinforced an attack was meditated between the admiral and general on the French at Rhode Island. On the 17th the troops were embarked and the fleets sailed; but upon their arrival they found the enemy were strongly posted, and that they had put the fortifications into a perfect state of defence; some disagreement also at this time unfortunately arising between the sea and land commanders, the expedition was given up; and the admiral satisfied himself with blocking the enemy's fleet up in port, as an attack by sea would have been wholly impracticable. The squadron continued on this service until the 6th of August, when the Admiral put into Gardiner's bay to water and refit.

On the 22d of July the trade, bound to Quebec, under convoy of his Majesty's ship *Danæ*, Captain Graves, was

* One ship of 80 guns

Two — of 74

Four — of 64

† Europe

Raisable

Robuste,

Defiance,

64

64

74

64

{ V. A. Arbuthnot
Capt. Ardesoif
— Fitzherbert
Ph. Cosby
Man. Jacobs

intercepted

intercepted on the banks of Newfoundland by some American cruizers, and the greater part captured. A. D. 1780

On the 14th of September Admiral Sir George Rodney arrived at New York from the West-Indies with eleven sail of the line and four frigates*.

Immediately on his arrival Captain Bateman of the Yarmouth, was tried by a court-martial, on a charge exhibited against him by Sir George Rodney, for misconduct in the action on the 17th of April. The charge being proved, he was sentenced to be dismissed the service; but many favourable circumstances appearing for him on his trial, particularly that he fought his ship gallantly during the engagement, he was strongly and unanimously recommended to his Majesty's clemency, who restored him to his rank.

On the 30th of September Captain George Montagu in his Majesty's ship the Pearl of 32 guns, and 260 men, being off Bermudas on his passage to America, fell in with, and after a close action of two hours, and a running fight of two more, captured L'Esperance French frigate, loaded by the merchants from Cape Francois, bound to Bourdeaux, mounting 26 twelve 12 pounders and 2 six pounders, manned with 173 men, 20 of whom were killed, and 24 wounded. The loss the Pearl sustained was Lieutenant Foulke of the marines, and five seamen killed, Mr. Dunbar the master, and nine wounded.

L'Esperance was taken into the service, and called the Clinton.

NEWFOUNDLAND.

Vice-Admiral Edwards still continued the command of his Majesty's Squadron on this station†. The cruizers

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
* Sandwich -	90	{ Sir G. B. Rodney, K. B. Adm. of the White Captain Young
Ruffel - -	74	— Fra. Sam. Drake
Terrible - -	74	— Jas. Ferguson
Centaur - -	74	— J. N. P. Nott
Triumph - -	74	— Philip Affleck
Alcide - -	74	— Charles Thompson
Culloden - -	74	— George Balfour
Torbay - -	74	— Lewis Gidoin
Shrewsbury -	74	— Mat. Robinson
Yarmouth - -	64	— H. Bateman.
Fortussee - -	42	— H. C. Christian.

† See Appendix, Chap. II. No. 196.

A.D. were very active, and picked up many American privateers.
1780

On the 12th of September the *Vestal*, of 28 guns, and 200 men, commanded by Captain George Keppel, and *Fairy*, took the *Phoenix* American privateer, of 16 guns, and 60 men; and soon after they fell in with and captured the *Mercury*, an American packet from Philadelphia, on board of which was Henry Laurens, Esq. late President of the Congress, bound on an embassy to Holland.

LEEWARD ISLANDS.

On the 27th of March Sir George Rodney joined Rear-Admiral Hyde Parker in Gros-islet bay, St. Lucia, from whom he learnt that the enemy's fleet, consisting of 25 sail of the line and eight frigates, had for several days been parading in sight of the island, and had only a few hours previous to his arrival retired into Fort Royal bay, Martinique. The British admiral hastened the equipment of his fleet, and on the 2d of April proceeded off Fort Royal bay with his whole force, where he continued for two days, offering the enemy battle. As M. de Guichen did not choose to venture out notwithstanding his superior numbers; Sir George Rodney left a squadron of copper-bottomed ships to watch the enemy's motions, and returned with the remainder to his anchorage in Gros-islet bay.

In the night of the 15th the French admiral put to sea; on the 16th they were discovered in the north west. Sir George Rodney instantly made the signal for a general chase, at five in the evening their force was clearly ascertained to consist of 23 sail of the line, one ship of 50 guns, three frigates, a lugger and a cutter*.

Night coming on, Sir George formed his fleet into the line of battle ahead, keeping sight of the enemy, who by his manœuvres evidently indicated a wish to avoid a battle: which Sir George assiduously counteracted, and was resolved to compel him to fight. In the morning the wind favoured the British fleet, so as to give them the advantage of the weather gage. At 50 minutes past eleven the admiral made the signal for every ship to bear down, steer for and engage close her opposite in the enemy's line. At

* Appendix, Chap. II. No. 197.

one the action began and soon became general, which continued with great obstinacy until 15 minutes after four P. M. when M. de Guichen, in the Couronne, with his seconds, the Triomphant and Fendant, were forced out of the line and bore away, this example of the French admiral was soon followed by the whole of their fleet. The crippled state of the British ships rendered pursuit impracticable, particularly the Sandwich, which for 24 hours was with difficulty kept above water. A. D.
1780

Every exertion was used to put the fleet in order to go in quest of the enemy. On the 20th the admiral again got sight of him, and pursued for three successive days without effect; their great object seemed to have been to push for Fort Royal bay, Martinique, where alone they could repair their shattered fleet; but the French admiral finding it impossible to succeed without the risk of a second action, took shelter under Guadaloupe. Sir George Rodney returned to Chocque bay, St. Lucia, to refit, water, and put on shore the wounded.

The loss sustained by the British fleet in this action was 120 killed, and 353 wounded; in the first list were six officers, and in the latter nine.

On the 6th of May Sir George Rodney received intelligence that the enemy's fleet had left Guadaloupe, and were approaching to windward of Martinique. He directly put to sea, and continued turning to windward between it and St. Lucia until the 10th, when their fleet was discovered about three leagues to windward, consisting of the same force as in the preceding action. The French admiral studiously avoided coming to a general action; but sensible of his superiority in point of sailing to the British fleet, frequently bore down in line of battle abreast, and then brought to the wind a little more than random shot distance. The British admiral, mortified at not having it in his power to gain the wind and thereby force the enemy to battle; on the 15th directed his fleet by signal to make all sail possible on a wind; this manœuvre led the enemy to think he was retiring, and emboldened him to approach much nearer than usual. Sir George Rodney suffered them to enjoy the deception, until their van ship had approached abreast of his center, when by a lucky shift of wind, which would enable him to weather the enemy, he made the signal for the third in command (who then

A.D. then led the van) to tack and gain the wind of the enemy.
 1780 The French fleet instantly wore, and fled with a croud of sail, notwithstanding which they would have been forced to fight, had not the wind on a sudden changed six points, which enabled them to recover that advantage. At seven P. M. Captain Bowyer, in the Albion, reached the center of the enemy's line, and commenced a heavy cannonade, supported by the Conqueror and the rest of the van; but as the enemy continued under a press of sail, none of the rest of the British fleet could partake in the action.

From this time to the 19th, the enemy kept the advantage of the wind; on that day it so far favoured the British fleet, as to flatter the admiral with the hope of being able to bring on a general action; but before he could close with the enemy, it again shifted.

The French admiral seeing that his rear could not escape being engaged, appeared to have taken the resolution of risking a general action; for as soon as his van had weathered the British, he bore away along their line to windward, and commenced a heavy cannonade, but at such a distance as to do little execution; the Frenchmen could not however avoid being closely attacked by the ships of the van led by Commodore Hotham. The enemy continued under a press of sail to the northward; and on the 21st were entirely out of sight. The pursuit having led the fleet 40 leagues to windward of Martinique, and many of the ships requiring considerable repair, the admiral steered for Barbadoes, and arrived on the 22d in Carlisle bay.

The loss sustained in these two actions was 68 killed, and 293 wounded. In the first list was one officer, and in the last five.

In consequence of the intelligence which Sir George Rodney received by the Cerberus, Captain Mann, of the Spanish fleet having sailed from Cadiz, he dispatched frigates to cruize for them, and to give him the earliest notice of their approach. The Spaniards however eluded the vigilance of the British cruizers, and were joined on the 10th of June under Dominique by M. de Guichen, with 18 sail of the line, from Martinique. The combined fleets continued together as far St. Domingo, from whence Don Solano proceeded to the Havannah, and the French to Cape Francois.

French account of the actions on the 17th of April, 15th and 19th of May, 1780, taken from the French Gazettes July 11, 1780. A.D. 1780

Fort Royal, Martinico, May 28th, 1780.

“ The king’s squadron, under the command of the Count de Guichen, lieutenant-general of the naval forces, had arrived at Fort Royal, in Martinico, the 22d of March; some days were taking up in landing the troops, effects, and stores destined for that colony; in taking in water, and getting a convoy to convoy with safety to St. Domingo the necessary provisions destined for the Leeward Islands.

“ The 12th of April, the troops that were to be employed in the expedition that the fleet might undertake, were embarked with their officers, and distributed on board his Majesty’s ships and frigates. These troops were drafted from the regiments of Viennois, Champagne, Dillon, Touraine, Walsh, Ansenois, and Enghein; the foreign volunteers of the marine, the regiment of Martinico, the volunteers of Bouillie, and the companies of artillery. The superior officers under the command of the Marquis de Bouillie were the Marquis de St. Simon, the Marquis de Chilleau, the Viscount Damas, the Marquis de Livarot, the Count de Cannillac, and the Count de Tilly.

“ The fleet sailed the 13th from the bay of Fort Royal, to cover the passage of the considerable St. Domingo fleet, which the Count de Guichen had ordered to sail the 12th at night, under convoy of the Fier, of 50 guns, commanded by the Chev. de Turpin du Breuil, and of the frigate La Boudeuse.

“ The King’s fleet was composed of 22 ships; that of the enemy, at anchor at St. Lucia, was much about the same number; but two three-deckers, and a great number of 74 gun ships, gave the English fleet a decided superiority of strength, which did not appear to the Count de Guichen a sufficient reason not to attempt to form attacks against the possessions of the enemy.

“ The English fleet, commanded by Admiral Rodney, not having made any motion to oppose the passage of the convoy of St. Domingo, the Count de Guichen steered his course to windward of Martinico, through the canal of Dominico; but the contrary currents were so rapid, that two days elapsed before the King’s fleet could gain the canal. Se-

A. D. 1780 veral ships, however, had compassed to make it; when on the 16th, at seven in the morning, *L'Iphigenie*, commanded by the Count de Kerfaint, that was in the rear of the fleet on the discovery, made a signal of seeing the English squadron. The Count de Guichen immediately made the signal for his ships to rally, and another for the order of battle: he employed every manœuvre that appeared to him most advantageous to draw near the enemy, who had the advantage of the wind, which did not permit the Count de Guichen to attack them so soon as he could have wished. He resolved to crowd sail in hopes of gaining the wind on the enemy; but it was not until the 17th that Admiral Rodney at length determined to accept the battle, by bearing down on our line at a quarter past one in the afternoon. The action began with the van and the rear; the center of the enemy still kept at a distance; and it was three quarters past one before the leading ship of Admiral Rodney's van began to cannonade *La Couronne*, the Count de Guichen's ship. The French admiral had flattered himself that the English admiral would seek him in the line, but he still kept in the rear of *La Couronne*, which made the Count de Guichen judge that his project was to cut off and join the French rear. In effect, it was not long before Admiral Rodney's manœuvres tended to execute that project, by attempting to pass through the great space left in our line by the *Artiennaire*, of 64 guns; and she had already doubled one of our ships, when the Count de Guichen made a signal for the whole fleet to wear, and arrived in the instant to cut off himself the English line; but Admiral Rodney did not give time to do it, but hastened to tack about, as soon as he saw the Count de Guichen come up to give him battle. The French admiral immediately hauled down the signal for the fleet to wear.

“The two fleets being then on the same tack, the Count de Guichen hoped the English admiral would at length fight him; but the admiral's ship, the *Sandwich*, of 98 guns, constantly remained a little a-head of the *Palmier*, of 74, commanded by the Chev. de Mantril, the leading ship to the rear of the Count de Guichen; and *Le Couronne* could only bring a part of her guns to bear on the admiral's ship. The *Sphinx* and *Artisien*, of 64 guns, commanded by the Count de Soulanges, and the Chev. de Pegnier, were engaged with the largest ships of the enemy's line,
among

among which was the Princess Royal, of 98 guns, a three-decker; they bravely sustained so superior a fire for upwards of an hour, when the Robuste, of 74, commanded by the Count de Grasse, commandant of the blue squadron, of which these two ships made a part, having tacked about, came to their assistance, and disengaged them. The Count de Guichen was in hopes that the combat would terminate in a more decisive manner; his position to the leeward left him no resource to force the enemy thereto, who was master to push on the action with vigour or slacken it. The surprize of the French admiral was great indeed, when at half past four he saw Admiral Rodney set his main sail, and haul his wind, which was also done by all his fleet: half an hour after the fore-top-mast of the Sandwich was seen to fall, which ship seemed to be much disabled; it was perceived that the admiral had shifted his flag on board of another ship. The King's ships kept up their lights all night, and made their signals by firing guns; but on the 18th, at break of day, they saw nothing of the enemy, who were not discovered until the 19th, to the leeward.

“ The Count de Guichen then determined to land his wounded men at Guadaloupe; which was effected while the fleet continued to keep under sail.

“ The English fleet was perceived on the 20th to leeward of Guadaloupe; the King's fleet manœuvred the 21st and 22d, to engage them to a fresh action; and as they seemed resolved not to accept the offer, the Count de Guichen determined, in concert with the Marquis de Bouillie, to get to windward of the islands by the north of Guadaloupe, to attempt such expeditions as might seem practicable.

“ The enemy had sent back to St. Christopher's and Antigua, the garrisons they had drawn from thence for the enterprize they had projected against Grenada. The equality of force between the two fleets did not allow of regular sieges, which would have been necessary to take these islands. The French commanders, in consequence, determined to get to windward of Martinico; and after having passed the canal of St. Lucia, to attempt to take post at Gros-îlet.

“ The King's fleet was, the 5th of May, in sight of the land of Martinico, to windward.

“ The 7th, the Marquis de Bouillie embarked on board the frigate La Courageuse; and 600 grenadiers were embarked on

A.D.
1780

A.D. 1780. on board of four frigates. At night this light squadron steered for St. Lucia to windward. The fleet followed the frigates, to be at break of day at the entrance of the canal. The 8th, in the morning, the lugger the *Chasseur*, commanded by the Chev. St. George, which formed the van of the little squadron, discovered the enemy at anchor in Gros-islet. The project of taking post there was dropt, and dispositions for an engagement made. The Count de Guichen tacked several times in sight of the English fleet, and stood for them, to engage them to come out of the canal and fight. Admiral Rodney did not resolve upon it. The French admiral judging he should not be able to determine him to it, brought up his fleet on that of the enemy, and chased them three days. The fleets were then to the south of St. Lucia. The Count de Guichen steered northward with the wind at east, but the following days it veered to the S. E. and S. S. E. This change gave the enemy the advantage of the wind, without which he seemed fully resolved not to accept the combat, which would have been decisive if the king's fleet had had the wind. This position having carried the 15th the van of the enemy to windward of the French van, the Count de Guichen let them engage, and although it was evening, he made the fleet tack, with a view to cut off the enemy's van, or at least to make them give way. This manœuvre succeeded, and part of the fleets engaged on opposite tacks. The action began at seven in the evening, but it was too late, when the ships could no longer fight, to make the fleet tack; the proximity of the two lines rendered that manœuvre too delicate, by the confusion that might be the consequence of it, for either of the fleets to expose themselves to it.

“The Count de Guichen continued his course northward to get to windward of Martinico, and kept on that course till the 19th. If during that interval the enemy had chosen to make sail, and avail themselves of the changes of wind, they might have attempted to gain it of the king's fleet; but it appeared their project was to keep on the watch.

“The 19th in the morning the English fleet was to the S. W. one-fourth west, and at the distance of between four and five leagues in the wake of the French fleet; the enemy seemed then resolved to gain the wind, and advanced with crouded sail; the king's fleet added none, to
give

give the English hopes of getting to windward, and let them thus engage, since they constantly avoided to fight to leeward. At half past two the Count de Guichen seeing that the enemy could no longer decline the combat without retreating entirely, ordered the ships a-head to govern so as to pass before the English line, to bear upon the van, and enter into action. At half past three the fire began between the two leading ships of the file, the English being obliged to come up and pass to leeward: the action became successively general between the two lines, on opposite tacks; but at half past four the headmost ships of the French line having taken much sea-room to fight closer, and the other having followed in the wake of the former, the admiral made a signal to rally, in keeping their wind, and in tacking altogether, the line might be formed to windward of the enemy, if they should attempt to tack upon our rear. At three quarters past four, several English ships having tacked, and advancing with crowded sail on the hindmost ships of the French line, which was still engaged, the Count de Guichen made the white squadron tack all at once before the wind; and then the blue squadron, and he left the white-blue to continue its course, the rear of which was still engaged. The movement was scarce executed by the white squadron, when the English ships that advanced, nine in number, tacked immediately and joined their squadron.

“ At half past five the King's squadron presented itself again in the best order; and the enemy by falling back to their ships to leeward, at length put themselves in order of battle.

“ At a quarter past six, the two fleets were drawn up in two lines, almost parallel, at the distance of two cannon shot; but in the night the English, according to custom, straggled at large; and on the 20th at day-break, they were two leagues to leeward. They continued to roam; and at half past three in the afternoon they were no longer seen but from the top-mast head.

“ The 21st there was no knowledge of them; and the Count de Guichen judging they had retired to Barbadoes, or St. Lucia, steered for Martinico.

“ It appeared that the van of the enemy had been roughly handled; the advices from St. Lucia mention that four ships had arrived there completely shattered, and a fifth absolutely

A.D.
1780

A. D. 1780 absolutely unfit for service. The rest of the English fleet is put into Barbadoes." For a list of the killed and wounded, see Appendix, Chap. II. No. 197.

On the 12th of July, Commodore Walsingham arrived at St. Lucia with a convoy from England. There remaining no doubt with respect to the destination of the combined fleets, Sir George Rodney dispatched Rear-Admiral Rowley and the Commodore with ten sail of the line,* to reinforce Sir Peter Parker at Jamaica, and thereby insure the security of that island. Sir George Rodney† soon after sailed with the remainder of the fleet for New York.

On the 10th of October, and the following day, the West-India islands experienced one of the most dreadful hurricanes that ever was remembered; it spread desolation over the whole of them, particularly Barbadoes, Martinique, and Jamaica; several ships of war and merchant vessels of different nations, were lost, and most of their crews miserably perished.

The Vengeance, of 74 guns, Commodore Hotham, with the Etna and Vesuvius bombs, and St. Vincente snow, were lying in the Careenage of St. Lucia, and moored, with every necessary security against the tempest; notwithstanding which it blew with such irresistible fury, that they were all driven on shore. The Vengeance struck with such force upon the rocks, that had not the wind fortunately shifted a few points, and at the instant cutting away her masts, she must inevitably have been lost.

The Laurel, Andromeda, and Blanche frigates were driven on shore on the island of Martinique, and went to pieces; their crews, excepting 31 of the former, perished; the Laurel having overset a few leagues to windward of the island, these poor fellows found means to escape the fate of their unhappy companions. Immediately the Marquis

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
* Conqueror,	- 74	{ James Rowley, Esq. Rear-Admiral of the Blue.
Thunderer,	- 74	
Elizabeth,	- 74	
Berwick,	- 74	
Sultan,	- 74	
Grafton,	- 74	
Trident,	- 64	
Magnificent,	- 74	
Stirling Castle,	- 64	
		Walsingham.
		Maitland.
		K. Stewart.
		A. Gardner.
		C. Collingwood.
		A. I. P. Molloy.
		Elphinstone.
		Carket.

† On the 12th of November Sir George Brydges Rodney received a particular mark of his Majesty's approbation, by being nominated a supernumerary Knight of the Bath, there being at that time no vacancy.

de Bouillie, governor of Martinique, heard the circumstances of these men having been saved from the wreck, he, with that humanity and generosity which will ever reflect the highest honour on him, sent the unfortunate sufferers in a flag of truce to Commodore Hotham at St. Lucia, not considering them in the light of enemies; but that having, in common with themselves, partaken of the danger, were in like manner entitled to every comfort and relief that could be given in a time of such universal calamity and distress.

A.D.
1780

The miraculous preservation of his Majesty's frigate the Amazon, commanded by the honourable Captain William Clement Finch, cannot be better related than in his own words, viz.

“ The morning of the commencement of the gale, the
 “ Amazon stood under her storm stay sails, it was but for
 “ a short time the canvas held; after that the ship behaved
 “ perfectly well. About seven at night the gale increased
 “ to a degree that can better be conceived from the consequences,
 “ than any description I can give. There was
 “ an evident necessity of doing something to relieve the
 “ ship; but I was unwilling to cut away the lower masts
 “ till the last extremity, and accordingly ordered the people
 “ to cut away the main-top mast; my orders were attempted
 “ to be put into execution with the utmost alacrity;
 “ but before it could be accomplished, I found it necessary
 “ to call them down to cut away the main mast.
 “ Whilst I was waiting for the men to come down, a sudden
 “ gust overset the ship; most of the officers, with myself,
 “ and a number of the ship's company, got upon the side
 “ of the ship; the wheel on the quarter-deck was then
 “ under water. In this situation I could perceive the ship
 “ settling bodily some feet, until the water washed up to the
 “ after part of the slides of the carronades on the weather
 “ side. Notwithstanding the ship was so far gone, upon
 “ the masts, bowsprit, &c. going away, she righted as far
 “ as to bring the lee gunwale even with the water's edge.
 “ By the exertions of all the officers and men, we soon got
 “ the lee quarter-deck guns and carronades overboard;
 “ and soon after one of the fore-castle guns and sheet anchor
 “ cut away, which had so good an effect, that we were
 “ enabled to get at the pumps and lee guns on the main
 “ deck; the throwing them overboard was, in our situation,
 “ a work of great difficulty; and I could perceive the ship
 “ was

A.D. 1780 " was already going down by the stern. This arduous task was accomplished under the direction of Lieutenant Edward Pakenham, whose great experience and determined perseverance, marked him out as perhaps the only individual to whom (amidst such great exertions) a pre-eminence could be given. The water was above the cable on the orlop deck, with a vast quantity between decks, and the stump of the main mast falling out of the step, occasioned one of the chain pumps to be rendered useless, as was the other soon after: by the great activity of the two carpenter's mates, they were alternately cleared. Besides the loss of our masts, the ship has suffered considerable damages, the books and papers totally destroyed, and 20 seamen drowned and wounded."

The French became equal sufferers in this shocking convulsion, in proportion to their number of shipping. Le Junon, a fine frigate of forty guns, was totally lost on the island of St. Vincent; and the Experiment, of 50 guns, shared the same fate at Guadaloupe.*

* Loss and damage his Majesty's ships sustained in the hurricane.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>	<i>Damages.</i>
La Blanche	32	S. Uppleby	} Lost in the hurricane and the crews perished.
Andromeda, -	28	N. Bryne	
Scarborough, -	20	S. H. Walker	
Laurel, -	28	T. Lloyd	
Beaver's prize, -	16	A. Drummond	} part of the crews were saved.
Barbadoes, -	14	R. Milbank	
Camelcon, -	14	J. Johnstone	} the crews perished.
Victor, -	14		
Vengeance, -	74	{ Com. Hotham, Capt. J. Hol- loway	{ driven on shore in the Carenage, St. Lu- cia, lost all her masts, but was got off.
Montagu, -	74	W. Houlton	{ driven to sea from St. Lucia, and returned with the loss of her masts and bowsprit; and eight feet water in the hold.
Egmont -	74	R. Fanshaw	{ do. lost her masts, and bore away for Ja- maica.
Albemarle, -	28	H. Nelson	{ blown out of Barba- does, lost her masts, and got into Antigua.
Venus, -	36	J. Douglas	{ ditto, ditto.
Amazon -	32	Hon. W. C. Finch.	{ driven to sea, lost her masts and bow- sprit, laid on her beam ends; arrived afterwards at An- tigua.

On

On the 18th of December, Admiral Sir George Brydges A.D. Rodney arrived at St. Kitts from New York, with eleven 1780 sail of the line*.

On the 26th of December, the Mary letter of marque, of 22 guns, and 13 men, commanded by Mr. Moses Stowards, on his passage to the West-Indies, fell in with a large Spanish frigate, which, after an obstinate engagement, she obliged to sheer off. The Mary's top-masts were shot away, and her rigging and sails so much shattered, with seven guns dismounted, that she was rendered incapable of pursuing the enemy: the Mary had three men killed, and five wounded. On the 5th of January following, Captain Stowards unfortunately was chased by a large ship, which he would willingly have avoided, but from the disabled condition of the Mary, was unable. Upon coming up, she proved to be the Pilgrim American privateer, of 18 guns, and 200 men; notwithstanding the disadvantages which the Mary was under, her brave commander engaged his antagonist with the greatest gallantry, until he was three times dangerously wounded, the last of which proved mortal. The ship was nobly defended by Mr. Watson, the mate, until sun set, when she was obliged to strike, being quite ungovernable, with three feet water in the hold, almost all the guns dismounted, and nearly one half of the crew killed and wounded.

JAMAICA.

Vice-Admiral Sir Peter Parker still continued the command of his Majesty's Squadron on this station.†

On the 20th of March the Hon. Captain William Cornwallis being on a cruize off Monti Christi with three ships of war, fell in with and was chased by the Squadron under the command of M. le Motte Piquet‡. At five in the

* Appendix, Chap. II. No. 198.

† Appendix, Chap. II. No. 199.

‡ English Force.

Lion,	-	64	Hon. W. Cornwallis
Bristol,	-	50	Tho. Caulfield.
Janus,	-	44	Glover, died just before the action.

French Force.

L'Hannibal,	-	74
L'Hero,	-	74
Le Vengeur,	-	74
Le Diademe,	-	74
L'Amphitrite,	-	36
Unknown,	-	36

evening

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evening the enemy had approached to within gun shot, and commenced a distant firing, not chusing to venture a close action, although he had the superiority both in strength and sailing. The action continued in this manner during the night. At day-light in the morning the Janus was observed much disabled and at some distance from the rest of the ships, which endangered her being cut off by the enemy. It being at this time almost calm, Captain Cornwallis directed the boats to be hoisted out and to tow the Lion and Bristol down to her assistance, which soon brought on a general action, the conflict was very violent for two or three hours, when the enemy sheered off, and brought to. Having repaired their damages, they again pursued the British ships, and continued it during the night. On the morning of the 23d three sail were seen, which, on a nearer approach, were discovered to be British.* This suddenly changed the face of affairs. The French immediately bore away, and were chased in their turn by the British squadron. The pursuit lasted for some hours; but the enemy had so greatly the advantage in sailing that they were soon out of sight.

The loss on board the British ships was 12 killed and wounded.

The Hon. Captain William Cornwallis, after having escorted the homeward-bound convoy safe through the Gulf of Florida, being on a cruize off Cuba†, on the 20th of June fell in with a French fleet of merchantmen under the protection of 11 sail of the line, and three or four frigates. In this rencounter Captain Cornwallis displayed great nautical skill and abilities, drawing up and manœuvring his little squadron with so much judgment, that the French admiral did not think it adviseable to hazard a close action. Some random shot only passed between the two squadrons, by which a few men were killed and

<i>Ships.</i>		<i>Guns.</i>	<i>Commanders.</i>
* Ruby,	-	64	Captain
Niger,	-	32	——— John Brown.
Pomona,	-	28	——— C. E. Nugent.
<i>Ships.</i>		<i>Guns.</i>	<i>Commanders</i>
† Lion,	-	64	Hon. Captain William Cornwallis.
Sultan,	-	74	Alan Gardner,
Hector,	-	74	Sir John Hamilton, Bart.
Ruby,	-	64	John Cowling.
Bristol,	-	50	Thomas Caulfield.
Niger,	-	32	John Browne.

wounded,

wounded, the ships were however considerably damaged in their sails and rigging, which at night Captain Cornwallis brought to to repair, intending to renew the attack in the morning; but the enemy had availed themselves of his disabled state, and by crouding sail got out of sight.

On the 2d of October the island of Jamaica was visited by a most furious hurricane, which extended its rage to almost all the other islands; it was attended with frequent and violent shocks of an earthquake; an extraordinary and sudden elevation of the sea broke in and overwhelmed the town of Savanna Le Mer, and on its retreat swept every thing away, so as not to leave the smallest vestige of man, beast, or house behind. The wretched inhabitants, who had fled in time and escaped the ravages of this most wonderful phænomenon, on their return beheld nothing but ruin and desolation. Every part of the island felt the terrible effects of this violent hurricane but in a less degree. A very liberal subscription was raised by the merchants and planters for the relief of the unfortunate sufferers.

The squadron which had sailed from Port Royal with the trade for Europe, under Rear-Admiral Rowley, shared in this dreadful calamity.* The admiral with five of his ships returned to Jamaica dismasted and in a most shattered condition. The Berwick separated, and being dismasted proceeded alone to England, where with difficulty she arrived almost a wreck. The Stirling Castle was totally lost on the Silver Keys, near Hispaniola, and only 50 of the crew saved. The melancholy fate of the Thunderer was still more calamitous, having, it is supposed, foundered, and every soul perished. Several other ships of war shared the same fate, and experienced the most horrible distress from this dreadful conflict of the elements.

Captain

* A list of his Majesty's ships which suffered in the hurricane.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>	
Thunderer,	- 74	{ Hon. Com. Walsingham, Capt. Nicholls.	{ lost, crew perished.
Stirling Castle,	- 64	R. Carket,	{ lost, part of the
Phoenix,	- 44	Sir Hyde Parker,	{ crew saved.
Deal Castle,	- 24	Joseph Hawkins,	{ on Cuba.
Endeavour brig,	- 14	Lieut. Woolridge,	{ on Port Rico.
			{ on Jamaica.

A.D. 1780 Captain John Moutray, of the *Ramillies*, was adjudged, by the sentence of a court-martial, to be suspended from the command of the said ship, for having suffered a large outward bound fleet of merchantmen under his convoy to be captured by the enemy.

COAST OF AFRICA.*

On the 2d of November, Captain John Inglis, in his Majesty's sloop *Zephyr*, of 16 guns, and 125 men, being at the entrance of the river Gambia, discovered four sail at anchor off Barra Point, which, on his nearer approach, he perceived to be a French ship of war, an armed transport, and two sloops. At noon the enemy set fire to the transport and sloops. The ship of war got under sail, and stood nearer in shore. At one P. M. the *Zephyr* came alongside of her within pistol shot; a warm action ensued; at four both ships run aground, and continued engaging with great violence until six o'clock, when the enemy struck. She proved to be the Senegal French corvette, of 18 six pounders, and 126 men, 12 of whom were killed, and 28 wounded, commanded by M. D'Allery, Lieutenant de Vaisseau. This ship had been the *Racehorse*, in which Lord Mulgrave sailed on his voyage of discoveries in the Northern Ocean, but when taken, was the Senegal sloop.

The *Zephyr* had two men killed and four wounded; her bowsprit and main-mast were shot away, with the other

Berwick,	-	74	Hon. K. Stewart,	{	lost her masts, and bore away for England.
Hector,	-	74	Sir John Hamilton,		threw all her guns overboard, and lost her masts.
Grafton,	-	74	C. Collingwood.	{	lost all their masts.
Trident,	-	64	A. I. P. Molloy.		
Ruby,	-	64	John Cowling.		
Bristol,	-	50	Thomas Canfield.		
Ulysses,	-	44	T. D. Spry,		
Pomona,	-	28	C. E. Nugent.		

§ Mr. George Green, Mate of the *Stirling Castle*, was the only officer saved; he was, in 1782, promoted by Sir George Brydges Rodney to a lieutenancy; and at the peace went into the naval service of Russia; he was killed leading their fleet into action against the Swedes on the 13th of August, 1789.

* Ships employed on this station.

Endymion,	-	14	Philip Cartaret.
Zephyr,	-	14	J. Inglis.
Beaver's Prize,	-	16	J. A. Drummond.

masts

mafts and yards considerably damaged, and the hull fo much fo, that it was with great difficulty ſhe reached Gorée. While refitting at this place, by ſome unknown accident the Senegal took fire, and before the flames could be extinguifhed, ſhe blew up. Lieutenant George Crofts, and 22 men perifhed.

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EAST INDIES.

In the month of November, his Majeſty's ſhip Sartine, of 28 guns, in company with two of the Bombay armed ſnows, being off Mangalore, diſcovered two of Hyder Ally's ſhips at anchor cloſe under the land, one of which they cut out with their boats manned and armed, and drove the other on ſhore. In performing this ſervice, the Sartine having warped too near to cover the boats, at low water grounded on the rocks and bilged; her crew and ſtores were ſaved.

On the 8th of December, Sir Edward Hughes being off the above port with the ſquadron,* diſcovered ſeveral veſſels at anchor in the road. The water being too ſhoal for the ſhips to attack them, the admiral directed the boats to be armed, and to proceed under cover of two of the company's ſnows to attack and deſtroy them.

The boats rowed in with great firmneſs, amidſt a heavy fire from the enemy's ſhips, which they reſolutely boarded and carried, ſetting fire to three which they were not able to bring off; took one, and forced another on ſhore, with ſeveral ſmall veſſels, which were deſtroyed.† An armed ſnow was cloſely purſued; but by throwing her guns over-board, ſhe eſcaped over the bar into the harbour. This ſervice was not performed without ſome loſs on the ſide of the Britiſh: Lieutenant Goſnam, of the Burford, and 10 men were killed; Lieutenant Sutton, of the Superb, Lieutenant M'Lellan, of the Eagle, and 51 men wounded.

From hence Sir Edward Hughes proceeded with the ſquadron to Bombay to reſit.

* Appendix, Chap. II. No. 200.

† Veſſels belonging to Hyder Ally, deſtroyed and taken off Mangalore.

Ship of 28 guns. }
Ditto of 26 guns. } burnt.

Ketch of 12 guns. }
Ditto of 10 guns, taken.

Ditto of 10 guns, driven on ſhore and deſtroyed.

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OCCURRENCES AT HOME.

Supplies granted by parliament for the sea service.

	<i>l.</i>	<i>s.</i>	<i>d.</i>
For the maintenance of 90,000 men, including 20,317 marines, -	4,446,000	0	0
For the ordinary, including half-pay to sea and marine officers, -	386,261	5	8
For the buildings, repairs, &c. of his Majesty's ships, -	670,016	0	0
For ordnance for sea service, -	234,000	0	0
For discharging the navy debt, -	3,200,000	0	0
Total supplies for the navy, £	8,936,277	5	8
Total supplies granted, £	25,380,324	10	8 $\frac{3}{4}$

Flag Officers employed.

<i>Officers.</i>	<i>Rank.</i>	<i>Ships.</i>
	Portsmouth.	
Sir Thomas Pye, Knt.	Adm. of the White,	Diligence, 70
	Plymouth.	
Mark Milbank, Esq.	Vice-Adm. of the Blue,	Dunkirk. 60
	Nore.	
R. Roddam, Esq.	Vice-Ad. of the White	{ Conquesta-
	Channel Fleet.	dore, 60
G. Darby, Esq.	Vice-Adm. of the White,	Britannia, 100
Rob. Digby, Esq.	Rear-Adm. of the Red,	Prince Geo. 98
Sir J. L. Ross, Bt.	Rear-Adm. of the Red,	Royal Geo. 100
*R. Kempenfelt, Esq.	Rear-Ad. of the Red,	Victory, 100
	North Sea.	
Hyde Parker, Esq.	Vice-Ad. of the Blue,	Fortitude, 74

* Rear-Admiral Kempenfelt, at the beginning of the year, was first captain to the fleet.

Admiral Rodney sailed from England in December, with his flag on board the *Arrogant*; and on his arrival in the West-Indies, shifted it to the *Formidable*. Commodore Hotham had a broad pendant in the West-Indies; but returned home with the convoy in the summer.

In the autumn, Admiral Arbuthnot returned home.

Rear-Admiral Digby was sent to North America.

North

North America.

M. Arbuthnot, Esq. Vice-Ad. of the White, Royal Oak, 74

T. Graves, Esq. Rear-Ad. of the Red, London, 98

Newfoundland.

Richard Edwards, Rear-Ad. of the Red, Portland, 50

Leeward Islands.

Sir G. B. Rodney, K. B. Ad. of the White, Formidable, 98

Sir S. Hood, Bart. Rear-Ad. of the Blue, Barfleur, 98

F. S. Drake, Esq. Rear-Ad. of the Blue, Princessa, 76

Edm. Affleck, Esq. Commodore, - Bedford, 74

Jamaica.

Sir P. Parker, Bart. Vice-Ad. of the White, { no particular ship.

Expedition to the Cape.

George Johnstone, Esq. Commodore, Romney, 50

East-Indies.

Sir E. Hughes, K. B. Vice-Ad. of the Blue, Superb, 74

On the 4th of January, Lord Mulgrave, in the Courageux, of 74 guns, being on a cruize to the westward, in company with the Alexander, after a long chase came up with, and captured La Minerve French frigate, of 32 guns, and 275 men, 49 of whom were killed; the Chevalier Grimound and 23 wounded; she engaged the Courageux very obstinately for above an hour, killed ten men, and wounded seven.

On the 6th of January the Baron de Rullecourt, with about 800 French troops, favoured by an extreme dark night, landed on the island of Jersey; and marching unmolested across the country, in the morning at day-break surprized the town of St. Hillier; Mr. Corbet, the Lieutenant-Governor, was made prisoner. The instant the alarm was given, Major Peirson, who commanded the troops, collected the regulars and militia on the heights above the town, and attacked the enemy with such impetuosity, that after a severe conflict he compelled them to surrender with great loss. It was to be regretted that Major Pierson, a brave and excellent young officer, fell at the close of the battle.

In the same month the honourable Captain George Keith Elphinstone, in the Warwick, of 50 guns, and 300 men, on his passage down the channel, fell in with, and

A.D. 1781 captured, after a smart action, the Rotterdam Dutch ship of war, of 50 guns, and 300 men.*

On the 9th Rear-Admiral Sir Edward Vernon arrived at Crookhaven, on the coast of Ireland, with a squadron of ships of war, and twelve sail of Indiamen under his convoy from the East-Indies.†

On the 10th, Sir Hyde Parker, Rear-Admiral of the Red, was promoted to be Vice-Admiral of the Blue; and Richard Kempenfelt, Esq. to be Rear-Admiral of the Red.

On the 12th, a very gallant action was fought off Cape Clear between the Drawblood privateer, of 12 guns, commanded by Captain Devereux, and the Vrow Petronella Dutch ship letter of marque, mounting 18 nine pounders, and 100 men, which after a desperate conflict of three hours, struck, with the loss of 28 men killed, and 30 wounded; she proved a most valuable prize, being bound to Cadiz with naval stores. The Drawblood lost her foremast, and had 11 men killed, and 16 wounded.

On the 13th of March, Vice-Admiral Darby sailed from Spithead with the channel fleet, having under his convoy above 200 sail for the relief of Gibraltar. At the same time Commodore Johnstone sailed with the East-India convoy.‡

On the 22d M. de Grasse sailed from Brest with twenty sail of the line; 6000 troops were embarked on board the fleet, destined for the West-Indies: he had under his convoy above 300 sail.

M. Suffrein sailed at the same time for the East-Indies with five sail of the line.

* This ship had been before engaged with the Isis, of 50 guns, Captain Evelyn Sutton, who quitted her on pretence of his being sixty men short of complement. On the Isis arrival at Spithead, the Captains Sir Digby Dent, and John Dalrymple, were ordered to enquire into the conduct of Captain Sutton; whose report acquitted him of any misconduct or want of courage; this report not being altogether satisfactory, Captain Sutton was tried by a court-martial, of which Sir J. L. Ross was president. Captain Sutton's conduct appearing in some degree reprehensible, he was reprimanded.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
† Rippon,	50	{ Sir E. Vernon, Knt. Rear-Ad. of the Red. Captain
Asia,	64	
Belleisle,	64	George Vandeput.
Prothee,	64	John Brooks.
Hannibal,	50	W. Buckner.
		Benjamin Caldwell.

‡ Appendix, Chap. II. No. 201,—also the French fleet that sailed from Brest for the West-Indies.

In March, the Cerberus, of 32 guns, Captain Robert Mann, captured in the Bay, after a short action, the Grana Spanish frigate of 28 guns, and 166 men; a lieutenant and six of whom were killed, and 17 wounded. The Cerberus had two men wounded. A.D. 1781

On the 2d of May Sir George Collier, in the Canada, of 74 guns, chased from the fleet, and after a running fight of 20 minutes, and a chase of 70 leagues, captured the Santa Leocadia Spanish frigate, of 34 guns, and 280 men, 16 of whom were killed, and 25 wounded. Don Francisco de Wyntusien, Knight of St. Jago, her commander, lost his left arm in the action.*

On the 11th of May the list of surgeons entitled to half-pay, was increased to 125, who must have been in actual service five years; the first fifty, to have 2s. 6d. per day, the rest 2s.

On the 14th Sir James Wallace, in the Nonfuch, of 64 guns, being one of the look-out ships from the Channel fleet, gave chase to a large sail, which he soon perceived to be a French line of battle ship. At ten at night the Nonfuch got alongside of her, when a desperate engagement ensued; the ships fell on board of each other, and continued in this situation near an hour. The Frenchman's quarter hooking the Nonfuch's anchor, carried away the flukes of it, by which means she got clear, and made all the sail she could set to get off. Sir James Wallace wore and pursued her, as well as his disabled condition would permit. It was five the next morning before he got up with her, when the action was renewed, and continued with great obstinacy till six, at which time the Nonfuch was a complete wreck, her masts, sails, and rigging cut to pieces, several guns dismounted, and her decks filled with dead and wounded men. In this situation Sir James Wallace thought proper to haul to windward. The enemy made sail and steered for Brest. It was afterwards understood that this ship was L'Actif, of 74 guns. The Nonfuch had 26 killed, and 64 wounded; among the latter

* This Spanish officer had his flag on board of the St. Joseph, of 112 guns, and died of the wounds he received in the ever memorable action on the 14th of February, 1797, when that ship was taken by Lord Nelson.

The Leocadia was the first Spanish ship of war ever coppered.

A.D. 1781 were Lieutenants Spry, Falconer, and Market; Mr. Stone, the master, and Mr. Hotham, the boatswain.

On the 21st, Vice-Admiral Darby arrived with the Channel fleet at Spithead, after having relieved the garrison of Gibraltar.

On the 24th, Rear-Admiral Digby sailed on a cruize to the westward.*

On the 29th of May a court-martial was assembled at Sheerness to try Captain Mathew Squires, of the *Ariadne*, Captain Agnew, of the *Fury* sloop, and Captain Rains, of the *London* armed ship, on a charge exhibited against them for not bearing down and engaging three French privateers, when on a cruize in the North Sea, by which means they escaped. The charge not being proved against Captain Squires, who it appeared had done his duty, he was honourably acquitted; but the Captains Agnew and Rains were sentenced to be dismissed the service.†

On the 3d of June Vice-Admiral Sir Hyde Parker sailed from Portsmouth to cruize in the North Sea, with four sail of the line, and a fifty gun ship.‡

On the 20th, the *Pheasant* cutter, Lieutenant Matthews, on her passage from Jersey to Portsmouth with a convoy, was overset in a violent gust of wind, and all on board perished excepting the master, pilot, and two boys.

On the 29th of June Commodore Hotham arrived at Spithead with a large convoy from the West-Indies.§

On the 1st of July, the honourable Captain Thomas Pakenham was tried by a court-martial at Portsmouth, for having struck the colours of his Majesty's late ship the *Crescent*, in an engagement with the *Brielle* Dutch frigate in the Mediterranean. The evidence being closed, and Cap-

* Appendix, Chap. II. No. 202.

† The court was composed of the following members, viz.

Vice-Admiral Roddam, President.

Captain Samuel Cornish, George Murray, Charles Hope.

Sir H. Parker, Robert Sutton. Elliot Salter, James Orrok.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
‡ Fortitude, -	74	{ Sir Hyde Parker, Vice-Ad. of the Blue. Capt. W. Robertson.
Berwick, -	74	
Bienfaisant, -	64	Hon. K. Stewart.
Buffalo, -	60	J. Braithwaite.
Preston, -	50	W. Truscot.
Alert (brig) -	14	A. Græme.
		J. Valhon.

§ Appendix, Chap. II. No. 203.

tain Pakenham heard in his defence, the Court pronounced the following highly honourable sentence, viz. A.D. 1781

“ The Court are unanimously of opinion, that the honourable Captain Pakenham throughout the action, in a variety of instances, behaved with the coolest and ablest judgement, and with the firmest and most determined resolution ; and that he did not strike the Crescent’s colours until he was totally unable to make the smallest defence ; the Court therefore doth unanimously and honourably acquit the honourable Captain Pakenham. The Court cannot dismiss Captain Pakenham, without expressing the admiration of his conduct on this occasion, wherein he has manifested the skill of an able and judicious seaman, and the intrepidity of a gallant officer ; and from the great and extraordinary number of killed and wounded on board the Crescent, as well as the state she was in at the time of her surrender, the Court expressed their highest approbation of the support given by the officers and men of the Crescent to their Captain, and of their courage and steadiness during the action ; a circumstance that, at the time it reflects high honour on them, does no less credit and honour to the discipline kept up by Captain Pakenham.”

About the middle of July the Dutch Admiral Zoutman, sailed from the Texel with eight sail of the line, ten frigates, and five sloops of war, having under his escort a considerable convoy.

On the 20th Vice-Admiral Darby sailed from Spithead with the channel fleet, on a cruize to the westward.†

Rear-Admiral Digby sailed at the same time ; soon after he parted company with the fleet, and proceeded to North America.*

On the 29th the combined fleet of France and Spain sailed from Cadiz ; it consisted of thirty Spanish ships of the line, commanded by Don Louis de Cordova, and Don M.

* Appendix, Chap. II. No. 204—also a list of the combined fleets.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
† Prince George,	98	{ R. Digby, Esq. Rear-Ad. of the Red. Capt. James Williams. Hon. William Cornwallis. W. Fowkes. Shel. Lutwidge.
Canada,	- 74	
Lion,	- 64	
Perseverance,	- 36	

A. D. 1781 de Gaston; and nineteen French ships of the line, commanded by the Count de Guichen, M. de Beauffet, and M. de la Motte Piquet. This fleet, after having conducted a number of transports (on board of which were 10,000 troops, under the command of the Duc de Crillon, destined for the reduction of the island of Minorca) safe into the Mediterranean, proceeded to cruize off the mouth of the English Channel, in order to intercept an homeward bound West-India convoy, in which they too well succeeded, by capturing a great number of the ships from St. Eustatia. M. de la Piquet carried nineteen sail into Brest.*

On the 1st of August the Flying Fish cutter, of 12 guns, and 64 men, captured off Whitby, after a smart action, the Mars Deux French privateer of 14 guns, and 74 men, four of whom were killed, and ten wounded. The Flying Fish had one man killed, and nine wounded.

On the 2d of August, Vice-Admiral Arbuthnot arrived from his command in North America in the Roebuck.

On the 5th Rear-Admiral Sir Hyde Parker fell in with, and fought the Dutch fleet under Admiral Zoutman, on the Dogger bank.† This action, though upon a small scale, was conducted and fought in such a manner, that it recalls afresh to the memory those dreadful sea fights between England and Holland which were witnessed in the last century. Both fleets had the charge of a convoy, notwithstanding which they were equally determined to meet and fight it out to the last. The British fleet being to windward, Sir Hyde Parker made the signal for the merchant ships to keep their wind, and with the men of war bore down on the enemy, who were lying to, formed in the line of battle, which consisted of eight two-decked ships; and their large frigates, by intermixing with their line, took a very effective part in the action, by frequently raking,

* List of the French squadron that returned to Brest with the West-India prizes.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Invincible, -	110	De la Motte Piquet.
		De la Vagre.
Actif, -	74	De Boades L'Aine.
Bien Aime, -	74	De Kermadeo.
Alexandre, -	64	De Tretay.
Hordi, -	64	De Brade.
Lion, -	64	De Tournon.

† Appendix, Chap. II. No. 205.

and

and doing considerable mischief to our ships in their masts and rigging. An awful silence prevailed; and not a single gun was fired on either side until within half musket shot. The *Fortitude* being then a-breast of the Dutch admiral, the action began, and continued with unceasing fury for three hours and forty minutes. By this time the fleets were unavoidably separated; the British ships were so disabled as to be quite unmanageable. Admiral Parker made every effort to form the line, in order to renew the action, but found it impracticable. The enemy's ships were equally cut to pieces. In this shattered situation both squadrons lay-to a considerable time near each other refitting; at last the Dutch admiral with his convoy bore away for the Texel; nor was it in the power of Admiral Parker to pursue them.

The next day the frigates discovered the *Hollandia*, a Dutch man of war of 68 guns, sunk in 22 fathoms water, her top-gallant masts above the surface, and her pendant flying, which Captain Patten, of the *Belle Poule*, struck, and brought on board to Sir Hyde Parker.

In this dreadful battle 104 men were killed, and 339 wounded. Captain Macartney, of the *Princess Amelia*, was killed early in the action; his place was bravely supplied by Lieutenant Hill, who was also wounded. The number of officers who were slain and wounded amounted to thirty.*

The Dutch exaggerated the account of this action very much; and the States General were beyond measure liberal in the praise, rewards, and honours which they bestowed on the officers, who were promoted to superior ranks, and flattered by some peculiar mark of distinction, either by medals, or the permission to wear epaulets on their uniform. Count Bentinck, who bravely fought the *Batavia*, was mortally wounded; he was soothed in his last moment by every honour and testimony of regard his country could bestow. Before his death he was created rear-admiral of Holland and West Friesland, and appointed adjutant-general to the Stadtholder. The most authentic accounts state the Dutch to have had 1100 men killed, sunk, and wounded.

On the day after the action Sir Hyde Parker gave out the following memorandum to the squadron.

* Appendix, Chap. II. No. 205.

A.D.

Fortitude, at Sea, August 7.

1781

“ The admiral desires the Captains of his Majesty’s ships
 “ who were in the line on the 5th of August, to accept and
 “ communicate to the officers and seamen of the ships they
 “ commanded, his thanks and perfect approbation of their
 “ good conduct and bravery shewn on that day.

“ HYDE PARKER.”

On the 17th of August, his Majesty and the Prince of Wales embarked at Greenwich on board of separate yachts, and proceeded down the river on their passage to the Nore; the next day they visited the dock-yard at Chatham, and from thence returned to the Nore. The squadron under Sir Hyde Parker had just arrived, and received his Majesty with a royal salute. The Vice-Admiral dined with the King and Prince of Wales. In the evening they went on board the *Fortitude*; the royal standard was hoisted at her main-top gallant mast head, and a salute fired from all the ships present. All the captains who were in the action were presented to the King by Sir Hyde Parker, and had the honour to kiss his Majesty’s hand.

Admiral Parker immediately after resigned the command of the fleet in the North Sea; and his son, Sir Hyde Parker, who had been knighted some time before for his eminent services in America, was appointed to the command of a squadron of frigates to block up the Dutch ports during the remainder of the season.

The accounts given by the Dutch of this memorable action were various; I shall therefore, for the information of my readers, insert that which was given by Rear-Admiral Zoutman in his public dispatches to the Prince of Orange.

“ Sunday, August the 5th, 1781, at break of day between the hours of three and four in the morning, we saw a great number of strange ships to the N. N. W. of us; we got every thing ready for an engagement; the wind was N. E. rather fresh, and our course was N. W.; we made the signal to form the line of battle, at the distance of a cable’s length from each other, and we advanced. The *Ajax* cutter, Captain Count de Welderen, came up in the mean time to make a report that the fleet we saw was a convoy of the enemy, which had sailed the 26th through the Sound, escorted by eleven English men of war, and four cutters. At seven o’clock the ships of war hoisted their English colours, among which there was a vice-admiral’s flag,

flag, and bore down upon us, their convoy remaining to windward. I made the signal to tack, and we came up thus in order of battle, and took our station to the E. S. E. and ordered our merchantmen to the westward; we saw that the eight English men of war that bore down upon us in a line, were 60, 74, 90, and one of 40 guns. At eight the English Vice-Admiral being a-breast to windward of me, they turned with us, and the action began; at that instant the fire was very brisk on both sides, and the whole line was engaged. It consisted of the following ships. See Appendix, Chap. II. No. 205.

A.D.
1781

“ I was constantly and very briskly cannonaded by two large ships; the engagement lasted until half past eleven, and was very bloody. Our ships, mine included, were greatly disabled, and had received so much damage, that they could not be worked any longer. The English Vice-Admiral must have equally suffered, for he wore to the eastward. At noon we took down the signal to engage, and bore away to the westward to repair our ships as much as possible, all being extremely crippled by the constant fire of so long an engagement. We perceived also that the English vice-admiral tacked about at half past twelve with his ships, and stood to the north west, where they remained floating to repair also their damage. Among their ships we saw one, a three-decker, whose main top-mast fell by the board.

“ We found ourselves at noon, according to our estimation, at 55 degrees 56 minutes north latitude, and consequently the point of Ternaus in Norway N. N. E. one third N. 30 miles from us.

“ As all the ships of war were become unserviceable, we made the signal for the convoy to run it, with the frigates the Mendenblik and Venus, and put themselves according to circumstances, out of danger, to avoid being taken, or falling into the hands of the enemy.

“ In bearing away, the Batave, whose mizen-yard was turned upside down, and who had lost her mizen top-mast, almost fell on her side; one of her officers cried out to us that her captain was wounded, and the ship so disabled, that she was no longer manageable. I sent two frigates to assist, and take her in tow, if necessary; but before they could come up with the Batave, she drove before the wind and come up to us. Captain Kingsbergen sent a boat with
Captain

A.D. 1781 Captain Abreson and Captain Staringt, to report their situation, and that they were much crippled. I told them that as soon as we should be a little refitted, and able to manage the ships, I would make the signal to return to port. Captain Dedel made the signal of being greatly damaged; Captain Van Braam, that he was much embarrassed; I made the signal for the Zephir frigate to come alongside; she reported having spoken to Captain Van Braam, and that his ship had some shots under water; I sent her off immediately to give all possible assistance to the Captains Van Braam and Dedel.

“ In the mean time Captain Dedel fired several guns of distress, and steered his course southward towards the coast of Holland. I made the signal for Captain Van Wensel to come to speak to me, and I dispatched him to assist Captain Dedel, with orders to stay with him, and seek a port. Between four and five P. M. I made the signal to sail, upon which all the ships near us after having repeated the signal to Captain Kingsbergen, bore away as well as they could with what sails they could make use of. I drew near to Captain Braam, who cried out to me that he had several shot under water, and that his ship had made much water, but was now much diminished by the help of the pumps: in the evening we saw all the ships under sail with us.

“ The Admiral de Ruyter has many killed and wounded; and is, as well as all the ships in general, damaged in their hulls, masts, and rigging; but I hope that with the help of God we shall be able to gain a port of the Republic.

“ I send this dispatch by Captain Count de Welderen, who can, in person, make a more ample report of the whole to your Serene Highness.

“ I have the honour to commend myself to the gracious protection of your Serene Highness; and to subscribe myself with respect your Serene Highness's most humble and most obedient servant,

“ Signed J. A. ZOUTMAN.

“ *On board the States Ship the Admiral de Ruyter, under sail in the North Sea, August 7, 1781, Kykduyn bearing South, one quarter East, 18 miles from us.*

“ N. B. All the officers and men on board all the ships have displayed a constant courage, and fought like lions, as well as my own people, all of whom I am extremely well

well satisfied with, from all the information I have received at present." A. D. 1781

On the 14th of August, at nine o'clock in the morning, Captain Drury, in the Cameleon sloop of war, of 14 guns, and 125 men, came up with a large Dutch Dogger man of war, mounted with 18 guns, and 20 swivels; a close and desperate action ensued, and continued for half an hour, when the Dogger on a sudden blew up. The shock was so violent, that it forced the people on board of the Cameleon off their legs; when the smoke cleared away, her top sails were observed to be on fire, which were instantly cut from the yards to save the ship. A most dreadful and horrid spectacle also presented itself; many of the limbs and mangled bodies of the Dutchmen were thrown in upon her decks, and sticking in the rigging. Captain Drury sent his boats in search of any of the unfortunate crew that might have escaped; but not a soul was found alive. The Cameleon had 12 men wounded: her rigging and sails were cut to pieces.

On the 11th of September, the combined fleet having suffered considerable damage in a violent storm; the French returned into Brest, and the Spaniards into Cadiz. See Appendix, Chap. II. No. 204.

On the 2d of October the Spanish fleet again put to sea, consisting of 18 sail of the line, under the command of Don Miguel Gaston, for the purpose of protecting the flota which was expected from the Havannah and South America, with immense treasure on board. On the 9th of October the Guerrero, Arrogante, and Gallardo, of 70 guns each, part of the convoy, arrived at Cadiz; and on the 15th the rest of the convoy, with 62 merchantmen.

The following is an account of the wealth brought on board the ships of war.

On board the Guerrero, 2,875,877 piaftres, in gold and silver, in ore or in bars; nine large chests, containing 150 marks of wrought silver; three ditto of emeralds; 1097 bags of cochineal; 280 ditto of anil; 66 ditto of cocoa; and 26 chests of Vanilla chocolate.

On board the Arrogante, 2,737,029 piaftres in gold and silver, in ore or in bars; nine large chests with four marks of wrought gold; 1164 bags of cochineal; 293 ditto of anil; and 13 chests of chocolate.

On board the Gallardo, 2,612,229 piaftres in gold and silver, in ore or in bars; one chest with four marks of wrought

A.D. wrought gold; 1174 bags of cochineal; 193 ditto of anil;
1781 and 14 chests of chocolate.

The 62 merchantmen had on board 4028 bags of cochineal, 234 of anil, 10 chests of Vanillo chocolate, 1447 bags of cocoa, 99,342 chests of sugar, 787 chests of medicines, 21,672 quintals of logwood, 651 tanned hides, 37,933 rough hides, 3406 plates of copper, 25 chests of couries, 189 chests of roll tobacco and in snuff; 856 in cotton, 189 of Cavadilla, 76 of pimento, 139 pieces of mahogany, and six botilas of lintseed oil.

On the 14th Admiral Darby sailed from Torbay to cruize, for the protection of the homeward bound convoys:* having effectually performed this service, he returned into port.

In November the French fleet, under the Count de Guichen, put to sea from Brest, to escort their East and West-India trade safe to a certain latitude. It was no sooner made known to administration, than Rear-Admiral Kempenfelt was dispatched with a strong squadron to intercept them. On the 12th of December, at day-break, he had the good fortune to discover the enemy's fleet,† (about 35 leagues to the westward of Ushant) much dispersed, their ships of war being at a considerable distance to leeward of the convoy. The admiral with that professional skill and ability by which he was eminently distinguished, resolved to profit of their situation, and endeavour to cut off the convoy, and afterwards to fight the enemy. Towards the evening about 20 sail were taken possession of; many others had struck, but the weather at this time becoming thick and squally, the admiral discontinued the chase, in order to collect his squadron before dark, many of his ships being at a great distance a stern. At day light the next morning the enemy's ships of war were seen formed in a line to leeward; but their force appeared so much superior, that Admiral Kempenfelt did not think it adviseable to hazard an action.

The ships which were taken were laden with provisions, naval and military stores; about 11000 soldiers, and 7000 seamen; they were bound to the East and West-Indies. Some days afterwards the Agamemnon picked up five more of the convoy.

* Appendix, Chap. II. No. 206.

† Appendix, Chap. II. No. 207.

On the 3d of the same month Captain Macbride, in the Artois, of 40 guns, and 280 men, being on a cruize, fell in with, and captured, after a brisk action, two Dutch privateers, the Hercules and Mars, of 24 nine pounders, and 10 cohorns, manned with 164 men, each commanded by the two Hogenboomes, the father and son. The former was a commander of a privateer out of Dunkirk, which did much mischief to our trade in the last war. The Hercules had 13 men killed, and 20 wounded; the Mars nine killed and 15 wounded; the Artois one killed and six wounded.

A. D.
1781

On the 15th Admiral Sir George Rodney sailed from Spithead with a reinforcement to the fleet in the West-Indies.*

In this year the dispute between Admiral Campbell, who acted on board the Victory as Admiral Keppel's captain, or captain of the fleet, and Sir Hugh Palliser, with respect to the division of the prize money arising from the captures made by the fleet, was finally decided. Admiral Campbell claimed the share of a flag officer; Sir Hugh Palliser resisted the claim, and the matter was referred to arbitration. Mr. Dunning was the arbiter on the side of Admiral Campbell, and the Solicitor General on that of Sir Hugh Palliser; the umpire was Mr. Kenyon. The case was argued before the arbitrators, by Mr. Erskine for Admiral Campbell, and Mr. Hargrave for Sir Hugh. Mr. Kenyon decided against Admiral Campbell. This also determined the claim of Admiral Kempenfelt, about which there was a similar dispute. It has however been since settled, that the first captain to the fleet shall rank and share prize money with a flag officer.†

MEDITERRANEAN.

On the 12th of April Vice-Admiral Darby arrived off Gibraltar with the fleet; the next day the victuallers and transports proceeded into the bay, under the protection of a detachment of ships of war, commanded by Sir John Lockhart Ross, who shifted his flag into the Alexander, and was ordered to superintend the landing of the stores and pro-

* Appendix, Chap. II. No. 208.

His Majesty settled a pension of 2000l. per annum on Sir G. B. Rodney; 500l. per annum on Lady Rodney; 1000l. per annum on his eldest son; and 100l. per annum on each of the younger children.

† In the year 1672, is an order from the Duke of York for the 1st captain to the commander in chief of the fleet to rank as a flag officer. See Vol. I. page 72.

A.D. 1781 visions, while the body of the fleet continued to cruize between the Straits mouth and Gibraltar, to prevent any interruption from the Spanish fleet, should it venture out of Cadiz.

As soon as Sir John Ross had completed the service on which he had been ordered, he rejoined the fleet, and the whole returned to England.

On the 22d of May the *Flora* and *Crescent* frigates, commanded by the Captains Peere Williams, and the honourable Thomas Pakenham, being on their passage from Port Mahon, were chased by a Spanish 74 gun ship, and seven other small men of war, until the night of the 24th, when they escaped by altering their course in the night. The next morning they were off Gibraltar, and apprized General Elliot of the squadron by which they had been pursued; and then stretched over to the coast of Barbary. On the 29th they discovered the Dutch frigates; but it then blowing a gale of wind, Captain Williams waited for a more favourable opportunity to bring them to action. The next morning the gale having abated, and the sea considerably fallen, the *Flora* and *Crescent* edged down towards them. At five each ship had arrived close alongside of her opponent. A furious engagement commenced, and continued without intermission for two hours and a quarter, when the ship opposed to the *Flora* struck her colours. She proved to be the *Castor* frigate, of Rotterdam, commanded by Captain Peter Melville, mounting 32 guns, and 230 men, 22 of whom were killed, and 41 wounded.

The *Flora* had nine killed, and 32 wounded; among the latter was Mr. Ellery, the second lieutenant, who died afterwards of the wounds he had received.

The *Crescent's* antagonist continued the action some minutes longer, when by an unlucky shot, the former's main and mizen masts were carried away, and the whole of the wreck falling within board, rendered all her guns useless, and the ship become ungovernable. In this situation, Captain Pakenham was reduced to the painful necessity of striking the King's colours to the *Brille*, a Dutch frigate of the same force with the *Castor*.* The instant Captain Williams saw the fate of the *Crescent*, he, by great exertions, placed the *Flora* in such a manner as to prevent the

* See page 40, sentence passed on Captain Pakenham by the court-martial.

enemy taking possession of her, who made off with as much sail as he could set. In this bloody conflict the Crescent had 26 men killed, and 67 wounded. Among the former was Captain Hayward, who being unemployed, served as a volunteer with Captain Pakenham. He was a promising young officer, and greatly regretted. A.D.
1781

The ships were all so extremely disabled, particularly the Crescent and Castor, which were with some difficulty kept afloat, that it was five days before Captain Williams was able to make any progress on his way towards the channel. On the 19th of June he discovered two large frigates bearing down upon them; at first Captain Williams shewed a disposition to give them battle; but as they still continued the pursuit, encouraged no doubt by the crippled appearance of his consorts, he, with the advice of his officers, separated, and each ship steered a different course. The Castor about one o'clock was retaken by one of the frigates; and in the night the Crescent shared the same fate.

On the 7th of August Captain Roberts,* in the Helena brig, being becalmed off Cabareta Point, when bound into Gibraltar, was attacked by 14 Spanish gun boats, and several armed launches, sent from Algeziras. Captain Curtis, in the Brilliant, was lying in the bay, went out to his assistance with two gun boats, and the boats of the ships armed. After a gallant defence they obliged the Spaniards to retreat into Algeziras; and a breeze springing up, the Helena got safe into the bay, with the loss of only her boatswain. Her masts, rigging, and sails were cut to pieces by the grape shot.

On the 20th of August the French and Spanish army effected their landing on the island of Minorca without opposition, under the command of the Duke de Crillon; not long after it was joined by six French regiments from Toulon, commanded by Count de Falkenhagn.

NORTH AMERICA.

On the 23d of January the squadron under Admiral Arbuthnot, which was lying in Gardiner's bay, suffered considerable damage in a violent storm. The Culloden, of 74

* Captain Roberts was first lieutenant on board the Quebec when she was burnt in the action with La Surveillant French frigate.

A.D. 1781 guns, was driven ashore on the east end of Long Island, and totally lost, her crew were saved. The Bedford was dismasted, and otherways much damaged. The America was forced to sea, and for some time there was great apprehensions of her being safe; she, however, after encountering some difficulties, rejoined the squadron. The Culloden's masts being fortunately saved, they were put on board the Bedford.

On the 29th of January Captain Andrew Barclay, in the Blonde frigate, with the Delight, and Otter sloops, and some gallies and gun boats, co-operated with the detachment of the army sent by Col. Balfour from Charlestown, under the command of Major Craig; and sailing up Cape Fear River, compelled the town of Wilmington and the American troops who appeared for its defence, to surrender at discretion. Six or seven armed vessels were captured in the river.

On the 16th of March Vice-Admiral Arbuthnot being about 14 leagues from Cape Henry, discovered the French squadron, under M. de Ternay. At two, in the same afternoon, a partial engagement commenced; the brunt of which fell chiefly on the Robust, Europe, and Ardent, until the rest of the van and centre could come up to their assistance; it then became more general, and continued till three o'clock; when the enemy bore up, and run to leeward. The very crippled condition of the three van ships, prevented Admiral Arbuthnot from pursuing the enemy. The next day the squadron anchored in Lynn Haven Bay, to repair the damages it had sustained. The loss in this action amounted to 30 men killed, and 73 wounded. Among the former was the honourable Mr. Littleton, lieutenant of the Robust*.

On the 8th of May, the province of West Florida surrendered to the Spaniards. The Mentor and Port Royal sloops of war, commanded by the Captains Dean and Kelly, were captured.

On the 16th of July, the Charlestown frigate, of 28 guns, Captain Evans, with the Allegiance and Vulture sloops of war, on their passage to Spanish River, with a fleet of merchantmen, to load coals, fell in with, and were attacked by, two French frigates, L'Astrée, of 40 guns,

* Appendix, Chap. II. No. 209.

and L'Hermione, of 36 guns, which after a stout resistance, they beat off, and saved their convoy. The Charlestown had eight men killed, and 14 wounded; amongst the former was Captain Evans, a most vigilant, active, and gallant officer.—The Vulture had one man killed, and two wounded. A.D. 1781

On the 7th of August, the Medea, of 28 guns, being on a cruise off the Delawar, fell in with and captured the Belisarius, American frigate, of 20 guns, and 147 men.

On the 9th, the Isis, of 32 guns, after a running action of one hour, took the Trumbull, American frigate, of 32 guns, and 200 men.

On the 25th of August, Rear-Admiral Sir Samuel Hood arrived off the Chesapeak, with a fleet from the West Indies; and from thence proceeded to Sandy Hook, where, on the 31st, he was joined by Rear-Admiral Graves, with five sail of the line, who took on him the command in chief of the fleet, and sailed in quest of the enemy. On the morning of the 5th of September, the French fleet was discovered at anchor across the Chesapeak, extended from Cape Henry to the Middle Ground. So soon as the French Admiral perceived the British fleet, he got under sail and stood to sea, forming his line of battle, as the ships drew from under the land*. It was past four in the afternoon before Admiral Graves edged away and brought them to action, which was even then by no means general; the van and part of the center being the only ships engaged. Towards sunset the enemy's van bore away to get more in a line with their center, for its support, and soon after their whole fleet put before the wind, when the firing ceased. The *Princessa*, *Shrewsbury*, *Intrepid*, and *Montague*, sustained so much damage that it took a considerable time to put them in a state fit to renew the action; the *Terrible* and *Ajax* were also extremely leaky. The former, on the 10th, was in such danger of sinking, that the Admiral found it necessary to take her crew out, and ordered her to be destroyed.

The fleets remained in sight of each other five days; the enemy during this time shewed no inclination to renew the attack, although they had it often in their power. The

* Appendix, Chap. II. No. 2108

A.D. 1781 French admiral, having gained his object, by covering the arrival of M. de Barras, with his squadron* and convoy, from Rhode Island, at length stood in and anchored his fleet in the Chesapeak. Upon which Admiral Graves followed the resolutions of a council of war, and returned to New York.

The loss sustained by the British fleet in the action, amounted to 90 killed, and 230 wounded. Captain Mark Robinson was among the latter, who lost his leg.

The Richmond and Isis frigates, which had been sent by the admiral to cut away the buoys from the French ships anchors (many of them having been obliged to slip or cut their cables), were intercepted and taken.

The following is the account given in the Paris Gazette of the action off the Chesapeak.—After relating the movements of the fleet from the West Indies till its arrival on the coast of America—it proceeds thus:

“The fleet was waiting at Lynn Haven anchorage, intelligence of the march of General Washington, and the return of the boats and shallops, when, on the 5th of September, at eight in the morning, the frigate on the lookout made signals of 27 sail in the east, directing their course for Chesapeak Bay; the wind was in the north-east quarter. Shortly after it was discovered that the fleet in sight was the enemy, and not Count de Barras, whom we expected; by crowding sail they were soon near enough for us to perceive clearly that they were ranged in a line close on the starboard tack, and were sending strong ships to their van. The moment the frigate made the signal for a fleet in fight, the Count de Grasse gave orders to prepare for battle, for the row vessels to return from the watering-place, and to get every thing ready for sailing. At noon, the tide permitting the fleet to get under way, the signal was thrown out for that purpose, and also the signal for the ships to form with all possible expedition, without attending to the general

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
• Duc de Bourgogne	- 84	{ Conte de Barras.
Neptune,	- 74	{ Baron de Dufert.
Conquerant,	- 74	M. Destouches.
Provence,	- 64	M. de la Grandiere.
Eville	- 64	M. Lambart.
Jafon,	- 64	M. de Tilly.
Ardent,	- 64	M. de la Clocheterie.
		M. de Marigny.

order

order of battle. The captains executed their manœuvres with such celerity, that, notwithstanding the absence of near 1800 men, and 90 officers, employed in landing the troops, the fleet was under sail in less than three quarters of an hour, and the line formed. See App. Chap. II. No. 210. A.D. 1781

“ The Languedoc, commanded by the *Sieur de Montril*, commodore of the white and blue, being directly a-head of the *Ville de Paris*, and the *Count de Grasse* seeing there was no general officers to his rear division, gave him verbal orders to go and take command of it.

“ The enemy came from the windward, and had kept it in forming their line, close hauled on the starboard tack. At two o'clock they wore altogether, and stood on the same tack with the French fleet, but the two fleets were not ranged in parallel lines; the rear of Admiral Graves being greatly to windward of his van. At three, the headmost vessels of the French fleet found themselves, by the diversity of the winds and currents, too much to windward for their line to be well formed. The *Count de Grasse* made them bear away, in order to give all his ships the advantage of supporting each other; when they had bore away sufficiently they kept their wind; the van of the two fleets now approached each other within musket-shot. At four o'clock, the van, commanded by the *Sieur de Bougainville*, began the engagement with a very brisk fire, and the center ships joined them in succession. At five, the wind having continued to vary considerably, again placed the French van too much to windward. The *Count de Grasse* ardently wished that the battle might become general, and to dispose the enemy to it, ordered his van to bear away a second time. That of Admiral Graves was very roughly treated, and he profited by the advantage of the wind, which rendered him master of the distance, for to avoid being attacked by the French rear, which exerted every effort to come up with his rear and center. The setting sun terminated the combat. The English fleet kept the wind, and having also preserved it the next day, employed it in repairing. The 7th, at noon, the wind shifted in favour of the French fleet; the *Count de Grasse* approached that of the enemy, and manœuvred in the evening to keep the wind during the night. The 8th, at day-break, Admiral Graves took advantage of a variation of the wind, which favoured him

A.D. 1781 in an attempt to gain the wind of the French fleet, but the Count de Grasse perceiving it, made his fleet tack all at the same time, which, by this movement, was ranged in a regular line of battle, bearing down upon the enemy, who were in an ill-formed line, on the contrary tack, and who, in spite of their bad position, seemed inclinable to dispute the weather gage. The Count de Grasse made a signal for his leading ships to pass close a-head of those of the English. The enemy then undertook to form themselves on the opposite tack, with the wind a-head, in order to present themselves in a line of battle on the same tack with the French fleet. Admiral Graves perceived how very dangerous this manœuvre was, and that by persisting in it, he should give the French fleet the advantage of attacking him, while his movement was only half formed. Three ships only had begun this manœuvre, when he made his fleet bear away before the wind to form by his rear; this manœuvre totally gave up the weather gage to the French fleet, and the English made off, all sails set. In the night between the 8th and 9th the wind changed in their favour. The evening of the 9th the Count de Grasse regained it by his manœuvres, and by the advantage he had of being able to make more sail than the English squadron, his vessels having suffered less. In the night between the 9th and 10th the enemy disappeared. The Count de Grasse seeing the difficulty there was of forcing Admiral Graves to battle, and fearing lest some variations of the wind might permit the enemy to get before him into the Chesapeak, he took the resolution to return thither, to continue his operations, and to re-ship his seamen. The Glorieux and Diligente joined the fleet the 10th in the evening. On the 11th the two frigates, the Richmond and Isis, which had sailed the evening before him from the bay of Chesapeak, where they had been to cut the buoys of Count de Grasse's fleet, fell into his hands. The fleet anchored the same day at Cape Henry, where Count de Barras arrived in the evening.

“ The French fleet in the affair of the 5th, consisted of 24 ships and two frigates. Admiral Graves re-inforced by Hood, had 20 ships, of which two were three-deckers, and nine frigates and sloops. By their own confession, five of their ships were considerably damaged, particularly the Terrible of 74 guns, the sixth ship of the line, and to which they set fire the night between the 9th and 10th, not being

being able to keep her above water. Only the fifteen first A.D. mentioned ships of the French line were engaged, and they 1781 had only an equal number to combat; the five which composed the English rear having declined to come within reach."

The rest of the account relates only to the operations of the army till the surrender of York and Gloucester.—The Count de Grasse quitted his anchorage, at Lynn Haven, on the 18th, and took that above the Middle Ground and Horseshoe, to be the better able to defend the passage, in case Admiral Graves, re-inforced by Rear-Admiral Digby, should attempt to succour Lord Cornwallis. It enabled the Count also to accelerate the siege, by the easier transporting of stores, &c.

On the 24th, Rear-Admiral Digby arrived at Sandy Hook, from England, with three sail of the line*.

On the 6th of September, Captain Charles Stirling, in the Savage sloop of war, of 14 guns, and 125 men, being on a cruize off Charlestown, fell in with and was captured, after a furious and bloody conflict, by the Congress privateer, mounting 20 twelve-pounders, and 4 six-pounders, with a complement of 215 men, commanded by Captain Geddes. Captain Stirling did not surrender the king's ship until his mizen mast was shot away, the main mast in imminent danger of falling overboard; several of the guns rendered useless, eight men killed, and 26 wounded. Amongst the former was the master; and among the latter were Captain Stirling, Lieutenant Shields, and three midshipmen.

The Congress had 11 men killed, and 30 wounded.

On the 10th, Captain Bazely, in the Amphion, with a small squadron, in conjunction with General Arnold, destroyed the town of New London, together with several magazines full of stores, and all the vessels in the harbour.

The General, in his public orders, pays the following handsome compliment to Captain Bazely—

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
* Prince George	- 98	{ Rob. Digby, Rear-Adm. of the Red. Captain James Williams. Hon. Wm. Cornwallis. J. Fowkes.
Canada,	- - 74	
Lion,	- - 64	

“ The

A.D. 1781 "The Commander in Chief has likewise the greatest pleasure in taking this public occasion of signifying to the army how much they are indebted to the great humanity and benevolence of Captain Bazely, of his Majesty's ship *Amphion*, to whose very friendly and generous assistance, many of the wounded officers and men are most probably indebted for their lives."

Signed FRE. MACKENZIE, D. A. Gen.

The *Chatham*, of 50 guns, commanded by Captain Andrew Snape Douglas, being on a cruise, fell in with and took, after a short action, *La Magicienne*, French frigate, of 32 guns, and 280 men, 32 of whom were killed and 64 wounded. The *Chatham* had two men killed, and four wounded.

On the 19th of October, Rear-Admiral Graves sailed from Sandy Hook, having embarked on board the fleet 7000 of the best troops under the command of Sir Henry Clinton, destined for the relief and succour of Earl Cornwallis, who was closely invested in the posts at York and Gloucester, by the armies of France and America*. On the 24th the fleet arrived off the Chesapeake; when the admiral and general had the mortification to hear of the necessity Earl Cornwallis was under, on the 17th, from the exhausted and sickly state of his army, and having given up all hopes of being relieved, to enter into a capitulation with the French and American generals, for the surrender of these important posts. By this unfortunate event, nearly 6000 British troops, and 1500 seamen, fell into the hands of the enemy. The *Charon*, of 44 guns, with several transports were burnt during the siege. The *Guadaloupe*, of 28 guns, the *Bonnetta* sloop of war, and many transports were taken.

It being now no longer necessary for Admiral Graves to continue off the Chesapeake, he returned to New York, and on the 10th of November he resigned the command of the fleet to Rear-Admiral Digby, and proceeded to Jamaica in the *London*; to which command he had received his appointment.

* For the fleet, see App. Chap. II. No. 210.

The next day Rear-Admiral Sir Samuel Hood sailed with his division for the West Indies*. A.D. 1781

NEWFOUNDLAND†.

On the 28th of May, the *Atalanta* sloop of war, of 14 guns, and 125 men, commanded by Captain Edwards, and the *Trepassey*, of 14 guns, and 80 men, Captain Smith, being on a cruize on the banks of Newfoundland, at noon on that day were attacked by the *Alliance*, American frigate, of 40 guns, and 250 men. The sloop made a most determined and resolute defence; at one o'clock Captain Smith, of the *Trepassey*, was killed. Lieutenant King, on whom the command devolved, continued the action with great gallantry for two hours longer; at this time the *Trepassey* was a complete wreck, with five men killed, and 10 wounded, and the ship ungovernable, he was obliged to strike. Captain Edwards, in the *Atalante*, still maintained the action with uncommon bravery; but his antagonist having no longer any other to contend with, compelled him also to surrender, with the loss of many men, and the ship dreadfully cut to pieces. Mr. Samuel Arden, her lieutenant, behaved with unexampled bravery, having lost his right arm in the action, the instant it was dressed, he resumed his station upon deck, and animated the men to fight gallantly, where he continued till the ship struck‡.

LEEWARD ISLANDS.

On the 3d of February, Admiral Sir George Brydges Rodney and General Vaughan captured the Dutch island of St. Eustatia. The *Mars*, a fine Dutch frigate of 38 guns and 300 men, commanded by Count Byland, and five other vessels of war, from 14 to 26 guns, all ready for sea, were taken in the road, together with upwards of 180 sail of merchantmen, many of them richly laden.

Sir George Rodney having learnt that a Dutch convoy, under the escort of a 60 gun ship, had sailed 36 hours pre-

* App. Chap. II. No. 211.

† App. Chap. II. No. 212.

‡ For this meritorious and heroic conduct, Mr. Arden was made a master and commander, and soon after promoted to the rank of post-captain; he is at present one of the captains of Greenwich Hospital, and has a pension.

A.D. 1781 vious to his arrival in the bay, dispatched Captain Reynolds, in the *Monarch*, with the *Panther* and *Sybil*, in pursuit of them.

Captain Reynolds had the good fortune to overtake and capture the whole convoy, together with the man of war (the *Mars*), which made a short resistance before she struck, by which an admiral, who was on board, was killed.

Soon after the capture of St. Eustatia, the island of Saba, St. Martin's, and all the other Dutch settlements in the West Indies, excepting Curacoa, fell into the possession of Great Britain.

On the 2d of March the Dutch colonies of Demerary and Issequibo surrendered to Captains Pender and Day, of the *Berbuda* and *Surprize* sloops of war. Some days previous to the arrival of the sloops of war, the following British privateers entered the River Demerary, and carried off eight large ships, three snows, and two brigs, all very richly laden, bound to Holland.

<i>Privateers.</i>	<i>Guns.</i>	<i>Commanders.</i>	
<i>Bellona</i> , (ship)	- 28	Pat. Driscoll.	} Belonging to Bristol.
<i>Mercury</i> , (ditto)	- 24	R. Craig.	
<i>Porcupine</i> , (schooner)	18	J. Jackson.	
<i>Hornet</i> , (ship)	- 32	J. Kimber.	Liverpool.
<i>Halter</i> , (schooner)	- 8	Od. Whitehouse.	} Barbadoes.
<i>Polly</i> , (ditto)	- 4	Newbold.	

The vessels taken in the River Demerary by the ships of war were—one ship, one snow, and two schooners. In the Issequibo River—five ships, two snows, and three schooners, most of them laden with tobacco, sugar, and coffee, bound to Holland.

On the 29th of April, Rear-Admiral Sir Samuel Hood, having been detached by Sir George Rodney, with 17 sail of the line, to cruize off Fort Royal, Martinique, fell in with and had a partial engagement with the French fleet, under the Comte de Grasse, which consisted of 24 sail of the line*. The *Russel* suffered much damage from the enemy's shot, and was obliged to bear away for St. Eustatia; many of the other ships were cut up, particularly in their masts and rigging. In this action 36 men were

* App. Chap. II. No. 213.

killed,

killed, and 161 wounded. Captain Nott, of the Centaur, and Mr. Plowden, his first lieutenant, were amongst the slain; the service in them lost two brave and excellent officers. The next day, the enemy's van and center being at some distance from its rear, Sir Samuel Hood, by a bold manœuvre, although much inferior, attempted to cut them off; but having failed in this resolute enterprize, he was obliged, from the bad condition of many of his ships, to bear away for Antigua. The French admiral construing this into a flight, pursued the British fleet. The Torbay being a long way a-stern, and fired at by the van ships of the enemy, obliged Sir Samuel Hood to shorten sail for her protection; upon which they thought proper to desist, and were, the day following, out of sight.

On the 2d of May, 21 sail of the St. Eustatia convoy were captured by a French squadron, of eight ships of the line, under M. de la Mothe Piquet.

On the 11th of May, the Marquis de Boullé and Comte de Grasse made a fruitless attempt to dispossess the British forces of the island St. Lucia. The Captains Rodney, Smith, and Hitchins, of the navy, were landed with a body of seamen and marines to command the batteries at the Nigre, while another proceeded with Captain Robert Linzee to defend the Morne. On the 12th the French fleet, consisting of 25 sail of the line, entered Gros-isle Bay; but by the well directed fire of the batteries on Pigeon Island, conducted by Lieutenant Miller, of the navy, they were soon compelled to abandon their design, and stand to sea.

On the 26th of the same month, Sir George Rodney, having received intelligence, by the Rattlesnake sloop of war, that a French squadron, under M. de Blanchelande, had appeared off the island of Tobago, and landed a large body of troops, instantly detached Rear-Admiral Drake with six sail of the line, to its relief. On the 30th, Admiral Drake made the island, and at the same time discovered the enemy's fleet to leeward, consisting of 27 sail of the line. Notwithstanding their great superiority, the admiral used every effort to throw succours into the island, but finding them all ineffectual, he hauled his wind, and dispatched a sloop of war to inform Sir George Rodney with the strength of the enemy.

On the 2d of June the island of Tobago surrendered to

A.D.
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A.D. 1781 the French arms. On the same day Rear-Admiral Drake arrived in Carlisle bay, Barbadoes. The following day Sir George Rodney put to sea with 21 sail of the line, having on board a large body of land forces under the command of General Vaughan; and proceeded to the island of Tobago, in hopes of being in time to save it from falling into the hands of the enemy. On the 6th he got sight of the French fleet off the island, which he then learnt had been necessitated to surrender. The superiority of the enemy's fleet induced Sir George Rodney not to risk either the recovery of Tobago, or an action, lest he should have been carried so far to leeward, as to endanger the island of Barbadoes.

On the 31st of July Sir George Rodney resigned the command of the fleet to Sir Samuel Hood, and returned to England for the re-establishment of his health.*

On the 5th the Comte de Grasse sailed with the French fleet from Martinique to St. Domingo; soon after Sir Samuel Hood proceeded with the British fleet to North America, to avoid the hurricane months. On the 5th of December he again returned to the West-Indies.

On the 26th of November the island of St. Eustatia was surprized and taken by a body of French troops, under the command of the Marquis de Bouillie.

AT JAMAICA.

The squadront on this station was still commanded by Sir Peter Parker, whose cruizers in general were very successful. Towards the end of the year Rear-Admiral Graves arrived at Port Royal from America.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
* Gibraltar,	- 80	{ Adm. Sir G. B. Rodney. K. B.
Triumph,	- 74	{ Capt. Ph. Affleck.
Panther,	- 60	— Stair Douglas.
Boreas,	- 28	— John Hervey.
— } bombs {	8	— Henry Savage.
— } bombs {	8	— Edward Inggleden.
		— John Young.

† Appendix, Chap. II. No. 214.

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On the 25th and 26th of February the combined squadron of France and Spain, under the command of M. de Monteille and Don Solano, being on a cruize off Cape Francois, was overtaken by a violent storm, in which it suffered considerable damage, and was obliged to bear away for the Havannah. Two Spanish ships foundered; two were for some time missing, and four dismasted. The French had one ship run ashore, one sunk, and two dismasted. It was believed that the number of souls who perished amounted to 2180.*

On the 20th of April the *Resource*, of 28 guns, and 200 men, commanded by Captain Bartholomew Rowley, being on a cruize off Cape Blaise, fell in with, and captured, after a smart action, the *Unicorn*, (formerly in his Majesty's service) of 20 guns, eight carronades, and 181 men. The *Resource* had 15 men killed, and 30 wounded.

On the 1st of August the island of Jamaica was visited by a most dreadful hurricane, which destroyed several plantations, and damaged many others; above 97 merchant vessels were driven ashore in Port Royal harbour, some of which were entirely lost, with part of their crews. The *Ulysses*, of 44 guns, and *Southampton*, of 32, were entirely dismasted. The *Pelican*, of 24, Captain Cuthbert Collingwood, was lost off the Morant Keys; the crew, excepting four, were fortunately saved.

On the 22d the homeward bound trade sailed under convoy of seven sail of ships of war;† soon after they were separated in a heavy gale of wind: the *Torbay*, *Prince William*, and *Janus*, bore away for America; some of the merchantmen foundered, and others put back to Port Royal. The *Albion* and *Princess Royal* reached England with the remainder in the month of November; the latter in a most leaky, shattered, and sickly condition. On her arrival at Spithead she had only bread on board for three days.

In August Captain William Affleck, in the *Southampton*, of 32 guns, being off Cape Francois, fought La

* Appendix, Chap. II. No. 215.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
† <i>Princess Royal</i> , -	98	Captain Sir Thomas Rich, Bart.
<i>Albion</i> , -	74	George Bowyer, Commodore.
<i>Torbay</i> , -	74	Lewis Gideon.
<i>Ramillies</i> , -	74	William Cowling.
<i>Ruby</i> , -	64	
<i>Prince William</i> , -	64	A. Wilkinson.
<i>Janus</i> , -	44	

Surveillante

A. D. 1781. Surveillante French frigate, of the same force for a considerable time; at length they mutually desisted, and sheered off from each other. The Southampton had six men killed, and 25 wounded.

Captain John Moutray, late of the Ramillies, was suspended from the command of the above ship by the sentence of a court-martial, for misconduct on his passage out with the convoy, by which they were intercepted, and many of them captured by the combined fleets.

COAST OF AFRICA.

On the 16th of April the squadron under Commodore Johnstone was surprized and attacked by a squadron of French ships of war under M. de Suffrein,* in Port Praya Bay, in the island of St. Jago. It is evident, from the opinion of most of the officers in the British fleet, and indeed from the Commodore's own letter, that if the French commander had stood in, and brought his ships regularly up, in a seaman-like and judicious manner, the event of the battle would have been fatal to the British, who were not in the least prepared for so unexpected and sudden an attack. The whole convoy must inevitably have been either destroyed or taken: perhaps many of the ships of war would have shared the same fate, unless they had put to sea. The French ships brought up without any order; their sails flying about, and in great confusion, firing at random among the ships of war and merchantmen. In about three quarters of an hour after our ships had opened their fire, M. Suffrein cut his cable and stood to sea; the rest of the ships followed their admiral's example, excepting the Hannibal, which was his second a-head, and remained about a quarter of an hour longer exposed to a most tremendous fire from every ship in the fleet. At last either her cable was shot through or cut, when she wore round, and drifted out of the bay a complete wreck; all her masts and bowsprit soon after fell overboard; in this shattered condition she proceeded on unmolested and joined her admiral, who went off before the wind in a line a-breast. So much time elapsed before the commodore went in pursuit, (which he attributes to the tardiness of the Isis in making sail,*) that

* Appendix, Chap. II. No. 216.

† Captain E. Sutton was put in arrest, and afterwards tried by a court-martial, as will be seen hereafter.

it was late in the evening before they had approached near the enemy. Being then apprehensive that he should be drawn considerably to leeward, should he continue the pursuit all night; and that he might not be able to regain his anchorage after an action, by which the convoy would be without protection, and the object of his expedition defeated; the commodore came to the resolution of hauling his wind, and returning to Port Praya. In this conflict some of the captains of the India ships displayed great bravery, particularly the captains of the Fortitude and Hinchinbroke, who were boarded and carried to sea by the Artisien, a ship of 64 guns. Captain Jenkinson, of the 98th regiment, who was on board the former, kept up such an incessant fire of small arms, that the enemy was repulsed in every attempt which he made to board her. The Hinchinbroke was retaken the next day by the squadron. The Terror bomb was also boarded by the enemy; but Captain Wood, by his judicious management, extricated himself from the danger he was in of being taken, and escaped with the loss of his foremast and bowsprit. The Infernal fire ship put to sea, and was taken; but on the approach of the squadron, the enemy abandoned her, first taking out Captain Darby and most of the crew. Lieutenant Hamilton, who was the officer left on board, rejoined the squadron.

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The loss sustained in the action amounted to 26 killed, 140 wounded, and 20 made prisoners.

On the 1st of May the damages of the fleet being repaired, Commodore Johnstone sailed from Port Praya bay. On the 12th of June he detached Captain Pigot, in the Jason, to the southward, in order to gain intelligence of the enemy; soon after he had the good fortune to capture a Dutch East-India ship, from Saldanha bay, bound to the island of Ceylon, of great value, having on board stores and provisions, with 40,000*l.* sterling in money. From this ship Captain Pigot learnt, that on the 21st of June M. de Suffrien had arrived at the Cape of Good Hope with five sail of the line and several transports; that when he sailed, the French fleet was in False Bay; and many Dutch East-India ships were lying in Saldanha bay, bound to Europe. Captain Pigot instantly dispatched Lieutenant D'Auvergne, in the Tapageur cutter, to Commodore Johnstone, with this information; who, upon receiving it, proceeded to Saldanha Bay. On the 21st of July he got sight of the Dutch

A.D. 1781 ships at anchor; immediately on the appearance of the British squadron, they cut their cables and run ashore, setting fire to and abandoning their ships. By the great exertions of the officers and seamen, who were sent in the boats, the flames were extinguished on board of four of the ships, and they were got off; but they raged with such fury on board of the other that every effort to overcome them proved ineffectual, and she blew up*.

The French squadron having a few days previous to the arrival of Commodore Johnstone, sailed from the Cape for India, as soon as the prizes were made ready for sea, he left Saldanha Bay and steered for England, with them and a part of his squadron; the remainder, with the transports and Indiamen, proceeded on their voyage.†

On the 26th of October Captain Christie in the Hannibal of 50 guns, who had been left by Commodore Johnstone to cruize off the Cape of Good Hope, fell in with seven sail of large ships, which separated on perceiving the Hannibal, and steered different courses. In the evening Captain Christie came up with the Neckar, which, in the chase, had lost her main mast, fore and mizen top-masts; she instantly struck, and proved to be a fine frigate, pierced for 38 guns, but only 28 mounted. Captain Christie learnt from the prisoners that they were all bound for the Mauritius, with stores and provisions. The Neckar was purchased into the service by the same name.

The ships employed this year on the coast of Africa were, the Leander of 50 guns, Captain Thomas Shirley; the Alligator of 14, Captain Frodsham; and the Zephir, of 14, Captain ———.

EAST-INDIES.

Sir Edward Hughes, who commanded the squadron on this station‡, on the 21st of October anchored before Ne-

<i>Ships.</i>		<i>Guns.</i>	<i>Tons.</i>		<i>Where from.</i>
* Donkbraykey	-	24	1000	-	Bengal.
Pearl	-	20	1100	-	China.
Honcoop	-	20	1100	-	Ditto.
Hoegearspel	-	20	1000	-	Ditto.
Middleburg	-	20	1000	-	Ditto.

One of these was captured by the Active on the 1st July.

† Appendix, Chap. II. No. 216.

‡ Appendix, Chap. II. No. 217.

gapatnam, and landed the marines to reinforce Major General Sir Hector Monro, who was besieging that place with a considerable army. The next day a battalion of seamen, under the command of Captain were ordered to co-operate with the Major General in all measures which he might think necessary for the attack. In the meantime the heavy artillery was landed, under the superintendence of Captain Ball, of the *Superbe*, through a violent surf, with incredible fatigue to the men; who, on this occasion, shewed equal spirit and perseverance. In the night of the 29th, the strong lines, which the enemy had thrown up, flanked by redoubts, to cover and defend the approach to the town, were stormed and carried, in which the seamen and marines bore a principal part. On the 5th of November the Admiral moved the squadron nearer to the fort on the flank of the lines. The approaches were now carried on with great rapidity, and a strong battery of 18 pounders, within 300 yards of the walls, being ready to open, on the 7th, the Admiral and General, to save the further effusion of blood, summoned the governor to surrender, who returned for answer, "That, being obliged by honour and oath to defend the place, he could not enter into any agreement for its surrender, but would defend it to the last."

In consequence of this reply, the siege was recommenced with great vigour, till the 10th, when the governor found it impossible to hold out any longer, and displayed a flag of truce; two commissioners were sent out to offer terms of capitulation, the most of which were acceded to, and the place delivered up to his Majesty's arms. The garrison consisted of 8000 men, above 500 of whom were European regulars and militia, 700 Malays, 4,500 Seapoys, and 2,300 of Hyder Ally's troops, mostly cavalry, who, on the first charge deserted their allies, and in their retreat plundered and burnt all the villages through which they passed. The squadron lost, during the siege, 20 seamen and marines killed, and 58 wounded, most of whom died from the fatigues they had undergone.

In the month of August the members of the East India Company's factory at Fort Marlborough, on the island of Sumatra, undertook the reduction of all the Dutch settlements on that island. Mr. Botham, one of the council, and a gentleman of enterprize, conducted the expedition,

A. D. 1781 in conjunction with Captain Clements, the senior captain of five East-India ships which were then at Bencoolen. The appearance of so formidable an armament before Pedang, alarmed the Dutch governor to such a degree that he instantly surrendered that place, and gave directions for all the other Dutch settlements on the coast to be delivered up to the English.

EUROPE.

AT HOME.

1782 Supplies granted by parliament for the sea service.

	<i>l.</i>	<i>s.</i>	<i>d.</i>
For the maintenance of 100,000 men } including 21,305 marines -	4,940,000	0	0
Ordinary of the navy -	409,766	12	9
Buildings, rebuildings, and repairs of } ships -	953,519	0	0
For the debt of the navy -	1,500,000	0	0
Ordnance for sea service -	260,000	0	0
Total supplies for the navy -	<u>£8,063,285</u>	<u>12</u>	<u>9</u>
The total supplies granted for the } year amounted to -	<u>£24,261,477</u>	<u>11</u>	<u>1</u>

On the 30th of March and 10th of July the Board of Admiralty was changed.*

Flag Officers employed.

Portsmouth.

*Officers.**Rank.**Flag on Board.*

Sir Tho. Pye, Knt. Adm. of the White No particular ship.
John Evans, Esq. Vice-Ad. of the Blue Warspight, (G.S.)

Plymouth.

Lord Shuldham, Vice Ad. of the Red
† Mark Milbank, Esq. Vice-Ad. of the Blue Dunkirk, (G.S.)

* App. Chap. IV. No. 1.

† Afterwards attached to the Channel fleet.

Employed

Employed in the Channel fleet.

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<i>Officers.</i>	<i>Rank.</i>	<i>Flag on Board.</i>
Viscount Howe,	Admiral of the White	Victory.
Hon. Sam. Barrington,	Vice-Ad. of White	Britannia
Alex. Hood, Esq.	Rear-Ad. of White	Queen.
Sir J. L. Ross, Bart.	Rear-Ad. of Red	Ocean.
Rd. Kempensfelt, Esq.	Rear-Ad. of Blue	Royal George.
Will. Hotham, Esq.	Commodore	Edgar.
John Elliot, Esq.	Commodore	Romney.

Downs.

Fra. Will. Drake, Esq. Vice-Ad. of Blue Dromedary, (G.S.)

Nore.

Rob. Roddam, Esq. Vice-Ad. of White Greenwich, (G.S.)

North America.

Rob. Digby, Esq. Rear-Ad. of the Red Lion.

Newfoundland.

John Campbell, Esq. Vice-Ad. of White Portland.

Leeward Islands.

Sir G. B. Rodney, Adm. of the White	Formidable.
Sir Sam. Hood, Bart. Rear-Ad. of Blue	Barfleur.
Fra. S. Drake, Esq. Rear-Ad. of Blue	Princessa.
Edm. Affleck, Esq. Commodore	Bedford.

On his Passage to the West-Indies. June.

Hugh Pigot, Esq. Admiral of the Blue Jupiter.

In November.

Sir R. Hughes, Bart. Rear-Ad. of Blue Pfs. Amelia.

Jamaica.

Sir P. Barker, Knt. Vice-Ad. of White	Sandwich.
J. Rowley, Esq. Rear-Ad. of the Red	Ramillies.
T. Graves, Esq. Rear-Ad. of the Red	London.

East-Indies.

Sir Ed. Hughes, K.B. Vice-Ad. of Blue	Superb.
Rd. King, Esq. Commodore	Exeter and Hero.
Sir Rd. Bickerton, Bart. Commodore	Gibraltar.

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Passage to East-Indies.

<i>Officers.</i>	<i>Rank.</i>	<i>Flag on Board.</i>
Sir Hyde Parker, Bart.	Vice-Ad. of Blue	Cato*.

On the 3d of January the combined fleet, under the command of Don Lewis de Cordova, and the Comte de Guichen, consisting of four sail of the line, nine frigates, with 70 transports, having on board 4000 troops, sailed from Cadiz, on a secret expedition.

On the 9th, his Majesty issued a proclamation, wherein it was ordered that the first captain to the commander in chief of the fleet, or to such flag officer, who shall command a fleet of 20 ships of the line of battle, whether all British, or united in the same service, shall rank as a flag officer, and be entitled to share prize money as the junior flag officer of the fleet. Also, that the physician of the fleet shall share prize money with the lieutenants, &c.

On the 6th of February Commodore Sir Richard Bickerton sailed with a squadron for the East-Indies†.

On the 16th of March, Captain Charles Maurice Pole, in the *Succes*, of 32 guns, and 220 men, having under his convoy the *Vernon* store-ship, bound to Gibraltar, being about 18 leagues from Cape Spartel, discovered a Spanish frigate in chace of him; at six in the morning Captain Pole brought her to close action, which continued with great obstinacy until near half past eight, when the enemy's main and mizen masts fell over the side; she struck, and proved to be the *Santa Catalina*, of 34 guns and 300 men, commanded by Don Mig. Jacen, he was the commodore of six frigates which were on a cruize, and from which he had separated only two days before. She had 30 men killed and 8 wounded. The *Succes*, one killed and four wounded. Captain Pole had scarcely repaired his own damage, and got the prize in the best state he was able to carry sail, when, at day light on the morning of the 18th, he perceived six sail of large ships, and was chaced by two frigates. He ordered the *Vernon* to proceed on with all sail. Captain Pole, in the mean time, seeing that it was impossible to prevent the prize falling into the hands of the

* Lost after having passed the Cape of Good Hope, the crew perished.

† Appendix, Chap. II. No. 218.

enemy,

enemy, took out his officers and crew, and set her on fire. A.D. 1782

On the 13th of April, Vice-Admiral Barrington sailed from Spithead, on a cruize to the westward, with 12 sail of the line.* At noon on the 20th, the Artois made the signal for having discovered an enemy's fleet, upon which Admiral Barrington instantly made the signal for a general chase. It was soon perceived to be 17 or 18 sail of merchantmen, under the escort of three ships of war. The Fourdryant being at a considerable distance a-head of the fleet; at about one the next morning, brought the sternmost of the enemy's line of battle ships to close action, which continued near three quarters of an hour, when Captain Jervis laid her on board, and she surrendered, with the loss of near 80 men killed and wounded. She proved to be the Pegase, of 74 guns, and 700 men, commanded by the Chev. de Cillart. Soon after the action her main and mizen masts fell overboard. Captain Jervis, and only four men were wounded on board the Fourdryant.

It blew so extremely hard, with a heavy sea, that it was with much difficulty the prize could be taken possession of, and a few of the prisoners shifted. At day-light the squadron was observed to be much dispersed. The Queen was ordered to the assistance of the Fourdryant, and took charge of the Pegase. The weather was so tempestuous that they lost sight of the Fourdryant in the night; and it was not until the 23d that Captain Maitland had a favourable opportunity of having any communication with the Pegase. Just as he had accomplished the exchange of prisoners, a large ship hove in sight; Captain Maitland directed the Pegase to steer for England, and went himself in chase. After a pursuit of 14 hours he came up with and captured the Actionnaire, of 64 guns, *armée en flute*; she had a complement of 250 seamen, and 550 soldiers, who were on their passage to the East Indies. Her cargo was extremely valuable, it consisted of lower masts for four ships of 74 guns, besides a great quantity of naval and military stores, and eleven chests of Dutch silver.

* Appendix, Chap. II. No. 219.

Ships.		Guns.	Commanders.
†	Protecteur	-	M. de Soulangue.
	Pegase	-	Chev. de Cillart.
	Andromache	-	
		74	
		74	
		32	

A.D. 1782 About ten or twelve of the convoy were also taken, which were laden with troops and stores.

The squadron having been much scattered during the chase, and encountered several hard gales, as soon as Admiral Barrington had collected his ships together, he proceeded to England, and arrived at Spithead on the 26th with most of his prizes.

On the 3d of May Rear-Admiral Kempenfelt sailed from Spithead to cruize in the Soundings: on the 18th he returned with the squadron into Torbay.*

On the 4th nine sail of Dutch ships of the line, having under their convoy a large fleet of merchantmen, put to sea from the Texel. On the 9th Lord Howe sailed with twelve line of battle ships in quest of them; the Dutch admiral being informed of Lord Howe's movements, retired again into the Texel. The British fleet continued to cruize on the coast of Holland for about a month, and then returned to Spithead.†

On the 20th of June Lieutenant Cadman, in the *Defiance* armed ship, being on a cruize in the North Sea, came up with, and captured, after a brisk action of two hours, a Dutch brig of war mounting 16 six pounders, and 113 men, 12 of whom were killed, and 17 wounded. The *Defiance* had one man killed, and two wounded.

On the 25th the combined fleet fell in with and captured 18 sail of merchantmen, bound to Canada and Newfoundland, under convoy of the *Portland*, *Oiseau*, *Danæ*, and *Merlin* sloop.

In July Admiral Lord Howe sailed from Spithead on a cruize to the westward with 22 sail of the line, having under him Vice-Admiral Barrington, Rear-Admirals Ross and Kempenfelt.‡

On the 29th Vice-Admiral Sir Peter Parker§ anchored at Spithead in the *Sandwich*, of 90 guns, from Jamaica. The *Comte de Grasse*, and several other French officers of rank, who were taken on the 12th of April, came home in her.

* Appendix, Chap. II. No. 220.

† Appendix, Chap. II. No. 221.

‡ Appendix, Chap. II. No. 222.

On the 24th of April Viscount Howe was created a Viscount of Great Britain.

§ On the 28th of December Sir Peter Parker was created a Baronet.

On the 14th of August the fleet under Lord Howe re-
turned to Spithead without having seen the enemy. A.D.
1782

The Dutch having again ventured out of the Texel with a stronger squadron, Commodore Hotham was sent with a reinforcement of ships to Vice-Admiral Milbank, who was in the Downs; upon which the Dutch returned into Port.

On the 29th the Royal George, of 100 guns, lying at Spithead, having occasion to heel, in order to repair some of the copper which was much damaged under water, a sudden and violent squall threw her so much over, and the lower deck guns being run out, the water rushed with such rapidity in at the port holes, that before it was possible for the crew (who were at their dinners) to use any efforts to save the ship, she filled and sunk. A victualler which was alongside of the Royal George was carried down with her. The boats of the fleet instantly repaired to assist and save as many as they could of her unfortunate crew. Captain Waghorn, two lieutenants, and about 300 people were picked up by the boats.* Rear-Admiral Kempenfelt, several of the officers, and upwards of 400 souls perished; among whom were many of the wives and children of the seamen and marines. A large sum of money (which did honour to the feelings of the public) was raised by subscription for the relief of the widows, children, and relatives of those who perished by this fatal accident.† Captain Waghorn was tried by a court-martial, which was held on board the Warspite, in Portsmouth harbour, on the 9th of September, and honourably acquitted.

In the following spring a very elegant monument was erected in the church-yard at Portsea, to the memory of the brave, though unfortunate, Admiral Kempenfelt, and his fellow sufferers, who perished in the Royal George. On it is engraved the following inscription in letters of gold, viz.

“ Reader,
“ With solemn thought
“ Survey this grave,
“ And reflect

* Lieut. Durham and

† The Royal George was launched in the year 1755, and had born the flags of the Admirals, Lords Anson, Hawke, Rodney, Hon. Edward Boscawen, Sir John Lockhart Ross, and Kempenfelt.

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“ On the untimely death
 “ Of thy fellow mortals ;
 “ And whilst,
 “ As a Man, a Briton, and a Patriot,
 “ Thou read’st
 “ The melancholy narrative,
 “ Drop a tear
 “ For thy country’s
 “ Loss.
 “ On the twenty-ninth day of
 “ August, 1782,
 “ His Majesty’s ship the
 “ Royal George,
 “ Being on the heel at Spithead,
 “ Overfet and sunk ;
 “ By which fatal accident
 “ About nine hundred persons
 “ Were instantly launched into eternity ;
 “ Among whom was that brave and
 “ Experienced officer
 “ Rear-Admiral Kempenfelt.
 “ Nine days after
 “ Many bodies of the unfortunate
 “ Floated ;
 “ Thirty-five of whom were interred
 “ In one grave
 “ Near this monument ;
 “ Which is erected by the parish of
 “ Portsea,
 “ As a grateful tribute
 “ To the memory
 “ Of that great Commander,
 “ And his fellow sufferers.

Upon a gold pedestal, in gold letters, is this epitaph :

“ ’Tis not this stone, regretted Chief, thy name,
 “ Thy worth, thy merit, shall extend thy fame ;
 “ Brilliant achievements have thy name imprest
 “ In lasting characters on Albion’s breast.”

Many attempts have been made to weigh the Royal George, all of which proved ineffectual ; her masts remained

mained standing for a considerable time, which served as a beacon to ships coming in and going out of Spithead; upon their being removed, a buoy has been placed. A.D. 1782

On the 4th of September Captain Trollope, in the *Rainbow*, of 44 guns, fell in with, and captured off the isle of Bas, *La Hebe* French frigate of 40 guns, and 360 men, commanded by M. de Vigney, who was slightly wounded; her second captain and four men were killed, and several wounded. The *Rainbow* had one man killed. The *Hebe* was purchased by government, and added to the navy by the same name.

On the 11th of September Admiral Lord Howe sailed from Spithead with a powerful fleet for the relief of Gibraltar. A numerous fleet sailed at the same time for the East and West-Indies.*

On the 12th of December the Hon. Captain James Luttrell, in the *Mediator*, of 44 guns, being on a cruize in the Bay, at seven o'clock in the morning discovered five sail of large vessels to leeward; he immediately bore up and gave chase. These vessels, on his approach, shortened sail, and stood under the topsails formed in a line of battle a-head, waiting to receive the *Mediator*.† Captain Luttrell not intimidated by their formidable appearance, stood resolutely on till ten o'clock, when the enemy opened their fire as he passed along their line, which was returned from the *Mediator* with such steadiness and effect, that in half an hour their line was broken. The three largest of the ships wore under an easy sail, and continued to engage the *Mediator* with much briskness till eleven, when, by a skilful manœuvre and superior fire, Captain Luttrell cut off the *Alexander*, and compelled her to strike; her companions instantly went off under a croud of sail before the wind. At half past twelve Captain Luttrell having

* Appendix, Chap. II. No. 223.

† Vessels in the order they were formed.

<i>Ships.</i>		<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
L'Eugene,	-	36	133	M. Le Baudin, escaped
American (brig)	-	14	70	ditto.
Menagere, <i>armed en flute</i> ,		34	212	M. de Toligne } taken.
Alexander,	-	24	102	Gregory } escaped.
Dauphin Royal,	-	28	120	
Total,	-	136	637	

A.D. 1782. secured his prize, renewed the chase, upon which they separated. At five in the evening he got within gun shot of the Menagere, and commenced a smart running fight, which continued until nine; when having ranged close up alongside of her, she hauled down her colours. The next morning, at day break, the brig and Dauphin Royal were seen in the Offing; but Captain Luttrell being close in with the Spanish coast, and having on board 340 prisoners, with only 190 of his own men to guard them, judged it most prudent to steer for England with his prizes. In this action the Alexander had six men killed, and nine wounded; the Menagere four killed and eight wounded. The enemy having directed their fire chiefly at the masts and rigging of the Mediator, not a man was hurt. In the night of the 14th Captain Luttrell was alarmed by a violent explosion, and cry of fire; which he found had been occasioned by one of the lower deck guns having been fired off by Captain Gregory, commander of the Alexander, who had laid a plot with the prisoners to rise and take the Mediator; this was the signal agreed upon to execute their design: but by the timely and indefatigable exertions of the officers, who immediately placed additional centinels over the hatchways, and secured them by capstan bars, this desperate scheme was prevented without bloodshed. Upon examination, some powder and a pistol were found in Gregory's cot, with other corroborating circumstances, which led to prove that he was the principal concerned. Captain Luttrell no longer considered him entitled to his parole; he was therefore, with some others his accomplices, confined in irons during the remainder of the passage to England.

Towards the end of the year a negotiation was opened by the belligerent powers for the restoration of a general peace. Mr. Fitzherbert, the British minister at Brussels, was ordered to proceed to Paris, being appointed plenipotentiary to negotiate and conclude a treaty with the ministers of France, Spain, and Holland. Mr. Oswald, a merchant, was likewise dispatched to the same place as commissioner from his Britannic Majesty, to treat with John Adams, Benjamin Franklin, John Jay, and Henry Laurens, who were appointed commissioners on the part of the United States of America, for the same purpose.

On the 30th of November provisional articles were signed

signed between Great Britain and America, which were to A.D. be finally concluded when the treaty of peace between 1782 Great Britain and France took place.

MEDITERRANEAN.

The only naval force on this station was commanded by Captain Roger Curtis, in the Brilliant frigate, with two or three sloops of war and some gun boats.

The siege of Fort St. Phillips, on the island of Minorca, was carried on with great vigour, and opposed on the part of the besieged with unexampled perseverance and obstinacy. The enemy's combined forces amounted to 16,000 regular troops, with 109 pieces of heavy battering cannon, and 36 large mortars. The garrison, under Lieutenant General Murray, consisted of 2692 men, of all descriptions; in this number was included about 200 seamen, under the command of Lieutenant Hay, of the Minorca sloop of war, Captain Lawson having some time before died. This vessel was sunk at the entrance of the harbour to prevent the approach of the enemy's ships. On the 5th of February the garrison having been reduced by the dreadful ravages of an inveterate scurvy to not more than 660 men fit for duty, and out of those 560 were actually tainted with the disease, General Murray was under the necessity of surrendering by capitulation, and the whole island fell under the dominion of Spain. No words can paint the heroic valour and resolution displayed by the brave troops of this garrison better than those here quoted from the General's public dispatches, viz. "Such was the uncommon spirit
" of the King's soldiers, that they concealed their disorders
" and inability, rather than go into the hospital; several
" men died on guard, after having stood sentry, their fate
" was not discovered till called upon for the relief, when it
" came to their turn to mount again. Perhaps a more noble, nor a more tragical scene was never exhibited, than
" that of the march of the garrison of St. Philip's through
" the Spanish and French armies. It consisted of no more
" than 600 old, decrepid soldiers, 200 seamen, 120 of
" the royal artillery, 20 Corsicans, and 25 Greeks, Turks,
" Moors, Jews, &c. The two armies were drawn up in
" two lines, the battalions fronting each other, forming a
" way for us to march through: they consisted of 14,000
" men,

A.D. 1782 “ men, and reached from the glacis to George Town,
 “ where our battalion laid down their arms, declaring they
 “ had surrendered them to God alone, having the consola-
 “ tion to know, the victors could not plume themselves in
 “ taking an hospital. Such was the distressing figures of
 “ our men, that many of the Spanish and French troops are
 “ said to have shed tears as they passed them.”

The killed during the siege amounted to 59; and wounded 149.

The Spanish monarch expressed so much joy at the reduction of the island of Minorca, that he appointed the Duc de Crillon captain general of the Spanish armies; and Don B. Moreno, who commanded the naval expedition, was advanced in rank; these officers were destined to command his forces against Gibraltar, where the Spaniards and French had collected a most powerful fleet and army. It consisted of upwards of 40,000 land forces, 47 sail of the line, besides floating batteries, frigates, and other vessels of war. For the more effectual means of reducing this fortress, the Chevalier D'Arçon, a French engineer of high repute and abilities, made a proposition to the Spanish Court to project floating batteries, that should be constructed on such a principle that they could neither be sunk nor set on fire by shot. The first of these properties was to be acquired by the extraordinary thickness of timber with which their keels and batteries were to be fortified; and which was to render them proof to all danger in that respect, whether from external or internal violence. The second danger was to be opposed by securing the sides of the ships wherever they were exposed to shot, with a strong wall composed of timber and cork, a long time soaked in water, and including between a large body of wet sand; the whole being of such a thickness and density, that no cannon ball could penetrate within two feet of the inner partition. A constant supply of water was to keep the parts exposed to the action of fire always wet; and the cork was to act as a sponge in retaining the moisture.

For this purpose ten large ships, from 600 to 1400 tons burden were cut down to the state required by the plan; and 200,000 cubic feet of timber, with infinite labour worked into their construction. To protect them from bombs, and the men at the batteries from grape, or descending shot, a hanging roof was contrived, which was to be worked up
 and

and down by springs with ease and at pleasure; the roof was composed of a strong rope work netting, laid over with a thick covering of wet hides; while its sloping position was calculated to prevent the shells from lodging, and to throw them off into the sea before they could take effect. To render the fire of these batteries the more rapid and instantaneous, the ingenious projector had contrived a kind of match to be placed, so that all the guns on the battery were to go off at the same instant. A.D.
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But as the red hot shot from the fortrefs was what the enemy most dreaded, the nicest part of this plan seems to have been the contrivance for communicating water in every direction to restrain its effect. In imitation of the circulation of the blood, a great variety of pipes and canals perforated all the solid workmanship in such a manner, that a continued succession of water was to be conveyed to every part of the vessels, a number of pumps being adapted to the purpose of an unlimited supply. By this means it was expected that the red hot shot would operate to the remedy of its own mischief; as the very action of cutting through those pipes would procure its immediate extinction. So that these terrible machines, teeming with every source of outward destruction, seemed in themselves invulnerable, and entirely secure from all danger.

General Elliot having observed that the enemy's works were nearly completed on the land side, and some of them pretty far advanced towards the fortrefs, resolved to try how far a vigorous cannonade and bombardment, with red hot balls, carcasses, and shells, might operate to their destruction. Accordingly, at seven o'clock in the morning on the 8th of September, he opened a most tremendous and admirably directed fire, the effect of which far exceeded his expectations; and was supported through the day with the usual unrivalled skill and dexterity of the artillery officers. At ten o'clock the Mahon battery, with the one adjoining to it, were observed to be in flames; and by five in the evening they were entirely consumed, together with their gun carriages, platforms and magazines, the last of which were bomb proof. A great part of the eastern parallel, and of the trenches and parapet for musketry, were likewise destroyed. A large battery near the bay was so much damaged by having been repeatedly set on fire, that the enemy were under the necessity of taking down the greater part of
of

A.D. of it. The loss the combined armies sustained in their en-
1782 deavours to extinguish the flames, must have been immense, as the troops were exposed to a dreadful and incessant fire from the garrison. This fresh insult irritated the allied commanders to such a degree, that the next morning at day-break they opened a new battery of 64 heavy cannon, which, with the artillery from the lines, and 60 mortars, continued to play upon the garrison without intermission the whole day. At the same time seven Spanish ships of the line, and two French, with some frigates and small vessels, got under way from the Orange Grove, and passed along the works under an easy sail, discharging their broadsides, until they had past Europa Point and got into the Mediterranean. The Spanish admiral then formed his squadron in order of battle, leading himself, and stood in to the attack of the batteries on Europa Point.

The small naval force, by the vast superiority of the enemy, had been for some time rendered entirely inactive. The seamen were therefore landed and formed into a brigade, under the command of Captain Roger Curtis, of the *Brilliant* frigate; General Elliot conferred on him the temporary rank of brigadier; and entrusted the defence of the batteries at Europa Point to his particular care: a trust which was so ably discharged by himself, and the brave fellows under his command, that they soon compelled the Spanish squadron to retire out of reach of their shot. Two of the line of battle ships were so much disabled, that they were under the necessity of running into Algeiras to repair. The enemy, notwithstanding the rough treatment they had received, made repeated attacks on Europa Point, but scarcely ever approached near enough for the shot to produce much effect.

For several days they were observed to be extremely busy in making the necessary preparations for the grand attack by land and sea. It was said that no less than 1200 pieces of heavy ordnance of various kinds had been accumulated before the place. The quantity of shot, shells, powder, military stores and provisions, were so immense as to exceed all credibility. The gunpowder alone amounted to 83,000 barrels. Above 12,000 French troops reinforced the already enormous army. The Count D'Artois, Duc de Bourbon, and many others of the most distinguished nobility of France were assembled in the allied camp, in
order

order to partake in the glory which was expected to be derived from so illustrious an enterprize as the reduction of this fortress. Besides the combined fleet, forty gun boats with heavy cannon, as many bomb vessels, with each a twelve inch mortar, and five large bomb ketches on the usual construction, were destined to second the powerful efforts of the battering ships; 300 large boats were collected from every part of Spain, which were to be employed in landing the troops so soon as a breach should be made.

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About eight o'clock on the morning of the 13th of September, the battering ships lying at the head of the bay, under the command of Rear-Admiral Don Moreno, were observed to be getting under sail, and proceeded to the attack of the garrison. At ten o'clock the admiral having taken his station upon the capital of the King's bastion, the other ships extended themselves at moderate distances from the Old to the New Mole, in a line parallel with the rock, at the distance of about 1000 yards, and immediately commenced a heavy cannonade, supported by the cannon and mortars from the enemy's lines. The garrison at the same time opened a tremendous fire; the red hot shot were thrown with such precision, that about two o'clock in the afternoon the smoke was seen to issue from the Admiral, and another ship: and men were perceived pouring water into the holes, endeavouring to extinguish the fire. Their efforts proved ineffectual; by one o'clock in the morning those two ships were in flames, and seven more took fire in succession. Evident marks of confusion appeared among them; and repeated signals of distress were made by throwing up of rockets. The launches, feluccas, and boats of their fleet were observed to be taking the men out of the burning ships, it being impossible to remove them. Captain Curtis availed himself of this favorable opportunity to employ his gun boats, with which he advanced, and drew them up so as to flank the enemy's battering ships, while they were extremely annoyed by an incessant, heavy, and well directed fire from the garrison. The Spanish boats were so assailed by showers of shot and shells, that they dared no longer to approach, and were compelled to abandon their ships and friends to the flames, or to the mercy of their enemy. Several of the enemy's boats were sunk before they submitted to this necessity; in one of these were fourscore men, who were all drowned excepting an officer and twelve of them,

A.D. 1782 who floated on the wreck under the walls, and were taken up by the garrison. At day light two Spanish feluccas, which had not escaped, submitted upon a shot being fired from a gun boat, which killed some of their men. Nothing can exceed the horrors of the scene which now appeared; numbers of men were seen in the midst of the flames, imploring relief; others floating on pieces of timber; even those on board the ships where the fire had made but little progress, expressed the deepest distress and despair, and were equally urgent in soliciting assistance. The number saved amounted to 13 officers, and 344 men, 29 of whom were wounded, and taken from among the slain in the holds of the ships. Upon a moderate estimate it is supposed that the Spaniards lost in their attack by sea not less than 1500 men. The intrepidity, conduct, and generous humanity of Captain Curtis, and the marine brigade, reflect on them immortal honour; exposed to the most imminent danger, they eagerly boarded the burning ships to rescue from inevitable destruction that enemy to whom they not long before had been opposed. While engaged in this glorious service, one of the largest of the ships blew up, spreading its wreck to a vast extent, by which one of the English gun boats was sunk, and another considerably damaged. A piece of the falling timber struck a hole through the bottom of the barge in which was Captain Curtis; his coxswain was killed, and two of the crew wounded; the rest were saved from perishing by the seamen stuffing their jackets into the hole, which kept her afloat until relieved by other boats. Nine of these battering ships were burnt; the tenth shared the same fate, as it was found impracticable to bring her off. Admiral Don Moreno left his flag flying, and it was consumed with the ship. The loss sustained by the brigade of seamen was only one killed and five wounded; that of the garrison from the 9th of August, to the 17th of October, amounted to 65 killed, and 400 wounded.

A list of the combined force of the enemy in the Bay of Gibraltar on the 13th of September, 1782.

Spanish ships of three decks,	-	2
Of the line,	-	28
French ships of three decks,	-	5
Of the line,	-	9
		—
		44

Spanish

Spanish ships from 50 to 60 guns,	-	3	A.D. 1782
Floating battery,	-	1	
Bomb ketches,	-	5	
Battering ships,	-	10	
Total,		63	

Besides frigates, zebecks, gun and mortar boats, and other smaller cruizers.

A list of the squadron of battering ships burnt before Gibraltar on the 14th of September, 1782.

Ships.	Guns.	
	in use.	in reserve.
Pastore, Admiral Moreno,	21	10
Paula, Prima, Prince Nassau,	21	10
Talla Piedra,	21	10
El Rosario,	19	10
St. Christoval,	18	10
Principe Carlos,	11	4
Paula, Secunda,	9	4
St. Juan,	9	4
St. Anna,	7	4
Los Dolores,	6	4
	142	70
	70	
Total of Guns,	212	

The complement of men on board of them was 36 for each of the guns in use, exclusive of officers and marines for working the ships.

In the night on the 10th of October the combined fleets suffered material damage in a violent storm from the S. W. a ship of the line and a frigate were driven ashore near the Orange Grove; two others were forced from their anchors, and ran to the eastward of the rock: a French ship of the line lost her fore-mast and bowsprit; and many others were driven over towards the garrison. The St. Michael, a fine ship of 72 guns, and 650 men, commanded by Don Juan Moreno, a Chef D'Escadre was, driven close under the works, and after a few shot being fired at her, she

A. D. 1782 struck : the confusion on board her was so great, that she took the ground, and remained in that situation for three or four days ; when, by the active exertions of Captain Curtis and his men, she was got off with no other damage than the loss of her mizen mast, notwithstanding the enemy kept up an incessant fire upon her from their batteries, by which a few lives were lost.

On the 11th the approach of the British fleet, under Lord Howe, was indicated to the garrison by the signals which were made on board the enemy's ships ; and it was fully confirmed in the afternoon by the arrival of the *Latona* frigate in the Bay ; and on the same evening the fleet appeared off. Although a favourable opportunity offered for the transports to reach their destined anchorage without molestation from the enemy, through the inattention of the masters to their instructions, only four out of thirty-one effected their purpose, The wind blowing strong from the W. N. W. the rest were driven past the Bay into the Mediterranean. On the evening of the 13th the enemy's fleet put to sea from Algeiras, and stood to the eastward, either in the hope of joining their own ships, or intercepting the store-ships. About sunset they were discovered by the British fleet then off Fungarola, bearing down on them in order of battle. Lord Howe, on the first notice of their approach, had formed his line, and ordered the storeships under the protection of the *Buffalo*. At nine o'clock the enemy's fleet hauled to the wind, and was observed the next morning close in shore. The wind at this time having shifted to the eastward, gave Lord Howe an opportunity of passing such of the transports that were with him into the Bay. By the 18th the vessels under convoy of the *Buffalo* rejoined the fleet, and were sent into Gibraltar. The garrison being now relieved, Lord Howe availed himself of the easterly wind to repass the Straits. At day-break on the morning of the 19th the combined fleets were seen at some distance in the N. E. Being then between Ceuta and Europa Points, and not sufficient room to form in order of battle, Lord Howe pursued his course, followed by the enemy, until he had got clear of the Straits : the next morning the wind had shifted to the northward, which still gave the enemy the advantage of the wind. The British fleet formed in order of battle to leeward to receive them. It was sunset before the enemy began to cannonade the British van and rear

rear, which continued until ten at night, but at such a considerable distance as to produce little effect; the fire was occasionally returned from those ships whose shot might reach to make any impression. The enemy soon after hauled to the wind, and were seen the next day standing off to the N. W. The loss sustained by the British fleet amounted to 68 killed, and 208 wounded.

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The ships which had suffered the most material damage in the action having been refitted, Lord Howe detached Rear-Admiral Sir Richard Hughes, with eight sail of the line, to the West-Indies; and proceeded with the remainder to England, excepting six sail, which were left to cruize off Ireland, under Vice-Admiral Milbank.* On the 15th of November Lord Howe anchored at Spithead.

NORTH AMERICA.

Rear-Admiral Digby commanded his Majesty's squadron on this station; his cruizers were in general very successful; many of the enemy's privateers were taken, some distinguished actions fought, and by their activity rendered the greatest protection to our convoys.†

In the month of May a most dangerous conspiracy was formed on board the *Narcissus*, of 20 guns, commanded by Captain Edwards, when on her passage to North America. A seaman by the name of Wood, and fifty others, had agreed to rise in the night, murder all the officers, and after possessing themselves of the ship, to carry her into an enemy's port. Their diabolical plan was fortunately discovered at the moment it was about to be carried into execution, by a quarter-master, who, hearing a confused and muttering noise under his hammock at a late hour in the night, suspected something wrong was going forward, he immediately arose and acquainted the officer of the watch with his suspicions. The hands were unexpectedly turned up, to the surprize and disappointment of the mutineers, who were all seized and properly secured. Upon Captain Edwards's arrival at New York, they were tried by a court-martial; two of the number turned king's evidence; the charges were proved on the clearest conviction. Wood, the ringleader, and six of the principal associates, were sen-

* Appendix, Chap. II. No. 223.

† Appendix, Chap. II. No. 224.

A.D. 1782 tenced to be hanged, the first in chains: the sentence was executed with the greatest solemnity. The remainder of the mutineers were severely flogged, and distributed among the ships of the squadron.

On the 31st of May M. de Vaudrieul, previous to his quitting Cape Francois, dispatched M. de la Perouse* with a small squadron, having on board about 300 troops, on an expedition, to reduce the British possessions in Hudson's Bay. On the 17th of July M. de la Perouse entered the Straits; and after encountering many dangers and difficulties, without the assistance of either pilots or proper charts, effected in a great measure the object of his expedition; but being apprehensive of the danger of his situation, he on the 31st of August quitted the Straits, and proceeded to Europe. The damage which the Hudson's Bay Company sustained was estimated at 500,000*l.* sterling. Two of their ships and a sloop fortunately made their escape.

On the 29th of July Captain Elliot Salter, in the Santa Margaritta, of 32 guns, and 220 men, being on a cruize off Cape Henry, at day-light saw and gave chase to a strange sail, which he soon perceived, from her manœuvres, to be a French frigate. Just at this time eight sail of large ships were discovered bearing down under a croud of sail; two of them had approached very near the Margaritta, upon which Captain Salter wore, and made sail from them. The frigate continued to chase him till three in the afternoon, when she tacked. The other ships being out of sight from the Margaritta's mast-head, the officers and ship's company expressed an eager desire to bring the frigate to action; Captain Salter complied with their wishes, tacked and stood after her. In a quarter of an hour she tacked, and stood towards the Margaritta. At five o'clock they passed within a cable's length of each other; the enemy discharged her broadside, and instantly wore; Captain Salter reserved his fire till she was in the act of wearing, when he poured it in with such effect as to do her considerable damage. The ships then closed, and commenced a

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
* Sceptre,	74	M. de la Perouse.
Astree,	36	Chev. L'Angle.
L'Engageante,	36	Sieur de Joille.

M. de la Perouse is the officer who failed on a voyage of discoveries in the year 1785, and has never since been heard of.

warm

warm action, which was maintained with great obstinacy for an hour and a quarter, when she struck, and proved to be *L'Amazone*, of 36 guns, and 301 men, commanded by the Vicomte de Montguite, who, with about 70 of his crew were killed, and 80 wounded. The *Santa Margaritta* had five men killed, and 17 wounded; among the former was Mr. Dalrymple, midshipman, a promising young officer. Soon after the action the enemy's main and mizen mast fell overboard; and the crippled condition of the *Margaritta*, with only one boat fit to hoist out for the exchange of prisoners, created so much delay, that it was late before she was in a situation to make sail with the prize in tow. At dawn of day the French fleet was discovered in pursuit of the *Margaritta*, under a croud of sail. Captain Salter finding it impossible to save his prize, or to shift the prisoners in time to destroy her, was obliged to cut the hawser and set her adrift; she was soon after retaken by the enemy.

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On the 2d of September Captain John Child Purvis, in the *Duke de Chartres*, of 16 guns, and 125 men, came up with, and captured, after a smart action, which lasted an hour, the French frigate *L'Aigle*, of 22 guns, and 136 men, of whom 12 were killed, with their commander, and 13 wounded. The *Duc de Chartres* had not a man hurt.

On the 11th the honourable Captain George Keith Elphinstone, in the *Warwick*, of 50 guns, in company with the *Lion*, of 64 guns, Captain Fowkes, and two or three frigates,* being on a cruize off the Delaware, after a chase of several hours, came up with and captured a large French frigate named *L'Aigle*, of 40 guns, 24 pounders on the main deck, and 600 men, commanded by the Count de la Touche, who made his escape on shore with the Baron Viominil, commander in chief of the French army in America, M. de la Montmorency, Duc de Lausan, Vicomte de Fleury, and some other officers of rank; they took in the boat with them the greatest part of the treasure which was on board the frigate; two small casks, and two boxes, however, fell into the hands of the captors. *La Gloire* French frigate, which was in company with *L'Aigle*, from drawing less water, made her escape. *La Sophie* armed

* Vestal, - 28 Captain Fox.
Bonette, - 14 ——— Keates.

A.D. 1782 merchantman, of 22 guns, and 104 men, was taken, and two brigs destroyed. The enemy had captured the Racoon brig, Captain Nagle, whose crew was found on board the French frigate. L'Aigle was purchased by government, and added to the navy.

On the 5th of September Admiral Pigot arrived at New York from the West-Indies, with 26 sail of the line; and on the 24th of October he again returned with 11 sail.*

On the 3d of November his Royal Highness Prince William Henry embarked from New York on board his Majesty's ship Barfleur, to serve as midshipman under Lord Hood. On the 23d his Lordship sailed from Sandy Hook for Jamaica, with 12 sail of the line.†

On the 17th of December, Charlestown, in South Carolina, was evacuated by the British troops, who were embarked on board of transports, escorted by the Assurance and Charlestown frigates, the Hound and Vulture sloops of war.

On the 23d Captain Thomas Lenox Frederick, in the Diomedes, of 44 guns, in company with the Astrea and Quebec, of 32 guns each, commanded by the Captains Squires and Mason, being on a cruize off the Delaware, fell in with, and after a running fight of two hours and a half, captured the South Carolina American frigate, of 40 guns, 28 of which were 42 pounders on the main deck, and 12 twelve pounders on the quarter-deck and forecastle, with a complement of 450 men, commanded by Captain Joiner. This frigate was built in Holland for the Americans: her length of keel was 160 feet.

The Blonde frigate, of 32 guns, commanded by Captain Thornborough, steering for Halifax with a large ship laden with masts for the French fleet in tow, which she had captured, struck on a sunken rock, and was totally lost; the prize escaped the danger, and arrived at Halifax. Captain Thornborough and his crew constructed a raft, by which means they got to a barren and uninhabited island, where they continued for two days in the utmost distress; providentially two American cruizers came in sight, and relieved them from their perilous situation. For the generous and humane treatment which Captain Thornborough had shewn

* Appendix, Chap. II. No. 225.

† Appendix, Chap. II. No. 225.

his prisoners, the Americans, as a return, landed him and his people near New York. A.D.
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LEEWARD ISLANDS.

Rear-Admiral Sir Samuel Hood remained in Carlisle Bay, Barbadoes, with his fleet moored in order of battle, in daily expectation of a visit from the French, whom he learnt had sailed from Martinique in great force, for the attack of that island. On the 14th of January the Admiral received intelligence that the Comte de Grasse, after beating to windward for some days, without being able to gain ground from the strength of the winds, had relinquished his plan, and bore away for St. Christopher's. On his arrival at that island, the Marquis de Boullie landed with 8000 troops, and took possession of the greater part of the island. General Frazer, with his small army of 600 men, were obliged to retire into the fort at Brimstone-hill. Sir Samuel Hood, notwithstanding the superiority of the enemy, resolved, by a sudden and unusual bold stroke, to sail and attack the enemy's fleet at anchor. For this purpose he put to sea from Carlisle Bay with 22 sail of the line, and proceeded to Antigua, where he took on board some provisions, with the 28th, and two companies of the 13th regiments of foot, under the command of General Prescott. On the evening of the 23d the rear-admiral sailed from St. John's Road, and stood under an easy sail for Basse Terre, preceded by the Convert and Lizard frigates. At the break of day the signal was made to form the line of battle, for the purpose of bearing down the more effectually to attack the enemy, who was at anchor in the road. Unfortunately the Alfred ran foul of the Nymph frigate in the night, and received so much damage, that it became necessary for the fleet to lye by the whole day to repair it. The Nymph was in a much worse condition, being almost cut in two; she was ordered to return to Antigua. The advanced frigates chased and captured the Espion, a large French cutter, laden with shells and ordnance stores for the besieging army.—The delay occasioned by the above accident, gave the French admiral timely notice of the approach of the British fleet. The Comte de Grasse instantly got under weigh and stood to sea, thinking thereby to secure all the advantages which his superiority in numbers would give him.

At day light on the 25th, the enemy's fleet was observed about

A. D. 1782 about three leagues to leeward, formed in order of battle, consisting of 29 sail of the line.* Sir Samuel Hood instantly perceived the great advantages to be derived from this movement, and carried on every appearance of an immediate and determined attack, which drove the enemy farther to leeward, and at a greater distance from the shore; by this excellent and well judged manœuvre, the British admiral pushed for Basse Terre, and in the evening anchored his fleet in line of battle a-head in Frigate Bay. The Comte de Grasse, disappointed in his object, and apprehensive that all communication might be cut off from the army, made a most furious attack upon the rear of the British fleet, commanded by Commodore Affleck; but that gallant officer made so noble a defence, and was so ably supported by his seconds, the honourable Captain Cornwallis, in the Canada, and Lord Robert Manners, in the Resolution, who kept up an incessant fire, covering the other ships of the division while they brought up in their stations, particularly the Prudent, whose wheel was shot away, and the rudder choaked by a shot which had lodged between it and the stern post. The enemy finding they could not make any impression on the resolute firmness of the British commanders, bore up and stood to sea. The Solebay frigate, of 28 guns, Captain Charles Holmes Everett, being closely pursued by a French ship of the line, ran ashore on Nevis point. The French admiral ordered two frigates in to attack her, upon which Captain Everett retired with his crew ashore, and set fire to the ship; she soon after blew up.

The next morning at eight o'clock the French fleet stood in, as if determined to force the British line, which they attacked with great violence from van to rear, without making the least visible impression on it, they then wore and stood to sea. Sir Samuel Hood having observed that the rear of his fleet was too much exposed, took this opportunity to change their position, and directed the seven ships in his rear to extend themselves in a line towards the town of Basse Terre, forming an obtuse angle, by which means no one part of the fleet could suffer a partial attack.† The Comte de Grasse not yet discouraged, renewed the engagement in the afternoon, directing his attack principally against the center and rear divisions; he was again re-

* Appendix, Chap. II. No. 226.

† Appendix, Chap. II. No. 227.

pulled,

pulsed, and suffered more material damage than in the preceding battle. The *Ville de Paris* was seen the next morning upon a heel for several hours, repairing and plugging up the shot holes which she had received between wind and water. The loss on board the French ships must have been considerable; it is said above 1000 wounded men were sent to St. Eustatius. The British had 72 men killed, and 244 wounded.

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On the 28th General Prescott, with part of the 13th regiment, the whole of the 28th and 69th were landed under cover of four frigates.* After a smart skirmish with a detachment of French troops, which were beaten, and obliged with much loss to retreat into Basse Terre, the general took post upon a commanding hill. About 40 of our troops were killed and wounded in this conflict. The following morning the Marquis de Boullie arrived with 4000 troops from Sandy Point; but finding General Prescott's situation to be too strong to venture an attack, he retired with his troops to the siege of Brimstone-hill. As no object could be gained by General Prescott remaining on shore, he on the same evening re-embarked. Soon after the arrival of the fleet, an officer was conveyed to Brimstone-hill, and returned in safety: by this means signals were established between Brigadier-General Fraser and the Admiral. The vigilance of the enemy cut off all further communication; many attempts were however made to throw succours into the garrison, all of which proved ineffectual. Captain Curgenvay, of the navy, and Captain , of the marines, with some others, in attempting to convey letters or messages to the general, were detected and taken prisoners.

The enemy prosecuted the siege with unabating vigour until the 13th of February, when a practicable breach was made in the works. The General and Governor having given up all hope of succour, in order to save the farther effusion of blood, which must have been the consequence of an assault, and the brave garrison being reduced to not more than 500 men fit for duty, they embraced the proposals of a

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
* <i>Fortunee,</i>	40	Capt. H. C. Christian.
<i>Triton,</i>	28	
<i>Pegasus,</i>	28	John Stanhope.
<i>Eurydice,</i>	28	George Willson.

capitulation

A.D. 1782 capitulation made by the Marquis de Boullie; who on the same day made the surrender of Brimstone-hill known to the admiral by a flag of truce, which had been previously agreed upon.*

On the 14th in the morning the French fleet, which had either kept the sea, or at times anchored in Old Road, stood in and anchored off Nevis, their force consisting of 34 sail of the line, having been joined by the *Triomphante*, *Brave*, and three other ships of the line.

It became no longer necessary for the British fleet to continue in its present situation, which was useless and dangerous, not only from the superiority of the enemy's fleet, but that they were preparing to erect gun and mortar batteries on a commanding hill opposite the shipping. Sir Samuel Hood accordingly issued orders to the captains of the fleet to slip or cut their cables without signal at eleven o'clock at night, the sternmost and leewardmost ships first, and so on in succession, and to proceed under an easy sail until directed otherwise by signal. That this order might be punctually obeyed, the captains were directed to set their watches by the admiral's time piece. This was performed with the utmost order and regularity, without being molested or pursued by the French fleet, which was lying within five miles, and must have witnessed this excellent manœuvre of the British admiral. Soon after the islands of Nevis and Montserrat fell into the possession of the French.

On the 19th of February Sir Samuel Hood anchored in St. John's Road, Antigua; and on the same day Sir George Rodney arrived at Barbadoes from England with several sail of the line; on the 25th he joined Sir Samuel Hood off Antigua; and three days after three more sail of the line arrived from England.† The fleet being thus united, the admiral proceeded to St. Lucia for the ships to refit, and to complete their water. On the 14th of March he put to sea from thence to cruize, and endeavour to intercept a large French convoy which was expected to arrive from Europe; but notwithstanding the vigilance of the frigates which were stationed to look out for it, the enemy had the address to keep close under Guadaloupe and Dominique, by

* Captains Inglefield and Knight were at different times during the siege sent with flags of truce to the Marquis de Bouille, and the Comte de Grasse.

† Appendix, Chap. II. No. 228.

which means they effected their escape into Fort Royal Bay on the 20th and 21st, unperceived by any of our ships. A.D. 1782

When Sir George Rodney was informed of this unlucky event, he returned to St. Lucia to refit, and watch the motions of the enemy.

The Comte de Grasse was not less active in his endeavours to equip his fleet, in order to proceed to leeward, and form a junction with the Spaniards, for the purpose of executing their grand object, the reduction of the island of Jamaica.

At day-light on the 8th of April, Captain Byron, in the *Andromache* frigate, communicated to the admiral by signal, that the enemy's fleet, with a large convoy, were seen coming out of Fort Royal Bay, and standing to the N. W. Sir George Rodney instantly made the signal to weigh, and by noon the whole fleet was clear of Gros-islet Bay. The admiral stretched over to Fort Royal, and finding none of the French ships there, or at St. Pierres, he made the signal for a general chase. In the night the enemy's lights were distinctly seen; and at day-light on the morning of the 9th, some of the advance ships were close up with their convoy under Dominique; their ships of war appeared forming the line of battle to windward, and standing over towards Guadaloupe. Sir George Rodney had early in the morning made the signal to prepare for battle, and to form the line; but the fleet being becalmed under the high lands of Dominique, the ships were unable to get into their station. As soon as the breeze reached the van division, commanded by Sir Samuel Hood, he stood on, and closed with the enemy's center. At nine o'clock the action commenced, and was maintained with determined bravery for upwards of an hour by this division; the *Barfleur* having generally three ships firing upon her at once. At length the leading ships of the centre got the breeze, and were enabled to come up to the assistance of the van; these were soon after followed by the *Formidable*, *Duke*, and *Namur*, who made and supported a most tremendous fire. The gallantry displayed by a French captain of a 74 gun ship in the rear, who when opposite to Prince Rupert's Bay, backed his main-top sail, steadily received, and bravely returned the fire of these three ships in succession, without in the least flinching from his station, excited the highest applause and admiration of his enemies. The Comte de Grasse observ-
ing

A. D. 1782 ing the rear of the British fleet coming fast up, and having the advantage of the wind, made sail and withdrew out of reach of shot. Notwithstanding this unequal conflict the enemy suffered so much, that two of their line of battle ships were under the necessity of quitting the fleet, and put into Guadaloupe. On our side the Royal Oak, Montague, and Alfred were the ships most materially injured, and those not so much as to prevent their being repaired at sea. The only officer of note who fell in this action was Captain Bayne, of the Alfred.

The necessary repairs of the fleet were not completed before the 11th; during this time the enemy, by carrying a greater quantity of sail had gained so far to windward as to weather the Saintes, and were nearly hull down. All hope of being able to come up with them seemed now at an end. In this critical state of things, so highly interesting to both sides, two French ships of the line which had received damage in the late action, were perceived about noon considerably to leeward of their fleet, with their top-masts struck. The signal was instantly made for a general chase. It then blowing a fresh and steady gale, the Agamemnon, and some others of the headmost ships, would have cut them off before the evening, had not the signals which they made for assistance, induced the Comte de Grasse to bear down to their relief. This brought the enemy so far to leeward, that the hope of forcing them to battle was again revived. Sir George Rodney recalled the ships in chase, formed a close line of battle, and carried sail to windward all night. The dawn of day on the 12th, a French ship of the line* much disabled, and towed by a frigate, was observed to leeward. The Comte de Grasse seeing that she must be inevitably taken by the British ships which were ordered to chase, bore up with his whole fleet for her protection. It was now impossible to avoid an engagement. The ships in chase were ordered to their stations, and a close line a-head formed on the starboard tack; the enemy being on the larboard. At half past seven Rear-Admiral Drake's division which led, commenced the action, and it soon became general from van to rear. Towards noon the wind shifted so as to admit the center of our fleet

* Le Zele, of 74 guns.

to fetch to windward of the enemy, Captain Gardner,* in the *Duke*, bravely attempted to force the enemy's line, but unfortunately her main-top mast falling over the side, disappointed him in this noble attempt, and she dropped to leeward. Sir George Rodney, in the *Formidable*, supported by the *Namur* and *Canada*, was more successful; having broke through their line about three ships from the *Ville de Paris*, he was soon followed by all those in his rear; he immediately wore, and doubled upon the enemy, keeping up a tremendous and incessant fire. By this bold manœuvre the French line was broken and thrown into the utmost confusion; their van bore away, and endeavoured to reform to leeward; but they were so hardly pressed by the British ships, that they were never able to accomplish it. Sir Samuel Hood's division, which had been becalmed the greater part of the forenoon, now came up and made the victory complete. The *Glorieux*, commanded by the Viscomte D'Escar, made a most gallant defence; her masts and bowsprit were shot by the board; neither did he strike until entirely abandoned by his friends. Her brave commander fell in the action. M. de Marigny, in the *Cæsar*, displayed equal bravery, having sustained the fire of several of the British ships, and almost a wreck, he was close and vigorously attacked by the *Centaur*; his courage was inflexible; he is said to have ordered the colours to be nailed to the mast; at length being mortally wounded, and three other ships coming up, M. de Marigny surrendered his ship and life at the same instant. The *Cæsar* had no sooner struck, than her masts fell over the side. The *Ardent* was in the midst of our fleet, and struck to the *Belliqueux*. The *Hector*, of 74 guns, after a feeble resistance, struck to the *Canada*. Captain Cornwallis left his prize to be taken possession of by the *Alcide*, and made sail after the French Admiral in the *Ville de Paris*, who, together with his seconds, were endeavouring to rejoin his flying and scattered ships. The well directed fire from the *Canada* annoyed the French admiral so much, particularly in his rigging and sails, and some other ships fast approaching, made it impossible for him to escape; but the Comte de Grasse, although cut to pieces, seemed determined to sink rather than

* The same gallant officer who so much distinguished himself in the actions with the French fleet on the 29th of May, and June 1, 1794.
yield

A.D. 1782 yield to any thing under a flag. At length Sir Samuel Hood came up in the *Barfleur*, and poured in a tremendous and destructive fire; the *Comte de Grasse* maintained the action with heroic bravery for a quarter of an hour, engaging on both sides, when finding it in vain any longer to resist, and, also deserted by his seconds, his flag came down with the setting sun. The enemy's fleet continued going off before the wind in small detached squadrons and single ships, with all the sail they could croud, closely pursued by the British ships, which were consequently much dispersed. Upon the surrender of the French admiral, and the night beginning to shut in, Sir George Rodney made the signal to bring to, in order to collect his fleet, and secure the prizes. Commodore Affleck, in the *Bedford*, with some other ships which were at a considerable distance a-head, not observing the admiral's signal, parted company, and continued the chase, keeping up a brisk fire on the enemy till dark. The next day they rejoined the fleet. Before the prisoners could be shifted from the *Cæsar*, she was observed to be on fire, and in a few minutes blew up with a dreadful explosion; in her perished a lieutenant, the boatswain, and 50 men belonging to the *Centaur*, together with about 400 Frenchmen.

The total loss sustained by the French must have been prodigious; besides the ships crews, they had on board 5500 troops: it is in general believed that the killed amounted to above 3000, and double that number wounded. On board the *Ville de Paris* alone 400 are said to have been slain.

The British fleet did not suffer in a proportionate degree, when we take into consideration the length and violence of the battle, and determined obstinacy with which the enemy fought. In the engagement of the 9th and 12th, the number killed amounted to 237, and wounded 766; among these were some excellent and gallant officers. Captain Blair, of the *Anson*, was among the slain; Lord Robert Manners, of the *Resolution*, received so dangerous a wound that he died on his passage to England on board the *Andromache*, in the 25th year of his age; he was a young officer of distinguished abilities, and universally lamented by the navy.*

* For the list of the British and French fleets, with the number killed and wounded on board of each ship, see Appendix, Chap. II. No. 228.
On

On board of the *Ville de Paris* were found 36 chests of money, destined to pay and subsist the troops in the designed invasion of Jamaica. This ship had been a present from the city of Paris, to Lewis the XVth, in that fallen state of the French marine, which prevailed towards the close of the former ruinous war. No pains or expence were spared to render the gift worthy of that great city, and of the monarch to whom it was presented; so that she was said to have cost 176,000*l.* sterling in her building and fitting out for sea. A. D. 1782

It was for some time believed that one of the French ships (the *Diademe*,) had been sunk in the action; but it was afterwards understood that she arrived at Cape Francois in a very crippled condition, with three others, who, after the action, bore away for Curacoa.

Upon the news of this glorious victory reaching England, the thanks of both houses of parliament were unanimously voted to Admiral Sir George Rodney, Rear-Admirals Sir Samuel Hood and Drake, Commodore Affleck, the captains, officers, seamen, and marines of the fleet. His Majesty was graciously pleased to create Sir George Rodney a peer of Great Britain; Sir Samuel Hood a peer of Ireland: Rear-Admiral Drake and Commodore Affleck, were also created baronets of Great Britain.

The parliament on the 23d of May voted a monument to be erected to perpetuate the memory of Captains Bayne, Blair, and Lord Robert Manners, who had so bravely fallen in the defence of their king and country.

The fleet remained for three days under Guadaloupe to repair the damages it had received in the action, which afforded a most favourable opportunity for the flying enemy to escape. On the 17th Sir Samuel Hood was detached with such ships of his division as had been the least disabled, to endeavour to pick up some of the stragglers.* The alacrity with which Sir Samuel Hood executed his commission, enabled him on the morning of the 19th to get sight of five sail of the enemy's ships.† On perceiving the British squadron they pushed for the Mona passage, in hopes, from

* Appendix, Chap. II. No. 229.

† Caton,	-	64	Comte de Fremont.
Jafon,	-	64	M. de Village.
Astree,	-	36	
L'Aimable,	-	32	
Ceres,	-	16	

A. D. the shallowness of the water, they would not be pursued.
 1782 This had no effect whatever on the enterprizing and determined resolution of the gallant admiral, who instantly threw out the signal for a general chace. As the enemy approached the passage, the wind died away, and they lay some time becalmed, which gave our ships greatly the advantage, and enabled Captain Goodall, in the *Valiant*, at three o'clock in the afternoon, to get alongside of the *Caton*, of 64 guns, which struck the first broadside. This brave officer, leaving her to be picked up by the ships astern, proceeded on and attacked the *Jason* of the same force, with so much impetuosity, that after a stout resistance of twenty minutes, she also hauled down her colours. Captain Robert Linzee, in the *Magnificent*, took *L'Aimable*, of 32 guns; and Captain Alexander Hood, in the *Champion*, the *Ceres*, of 16 guns. The only remaining ship of the enemy, the *Astree*, of 32 guns, although closely pursued by the *Warrior*, effected her escape. On the 23d of April Sir Samuel Hood rejoined the fleet off Cape Tiberoon, upon which Sir George Rodney proceeded to Jamaica with those ships most disabled and the prizes, leaving Sir Samuel Hood with a strong squadron to watch the enemy, should they venture out, and attempt to prosecute their attack upon Jamaica.*

On the 21st of November Admiral Pigot arrived at Barbadoes with the fleet from New York; and on the 8th of December he was joined by Rear-Admiral Sir Richard Hughes, with eight sail of the line from England.† On his passage, the *Ruby*, of 64 guns, commanded by Captain John Collins, chased from the squadron, and after a brisk action captured the *Solitaire* French ship of war, of 64 guns, commanded by the Chevalier de Borda.‡ The enemy had her mizen-mast shot away, 25 men killed, and 35 wounded. The *Ruby* had two men slightly wounded, with her fore-mast, rigging and sails much damaged. Sir Richard Hughes also took a small frigate of 24 guns.

JAMAICA.

Rear Admirals Sir Peter Parker and Graves commanded his Majesty's squadron at Jamaica.§

* Appendix, Chap. II. No. 230.

† Appendix, Chap. II. No. 231.

‡ On the 4th of July, 1783, his Majesty conferred the honour of knighthood on Captain Collins.

§ Appendix, Chap. II. No. 232.

Towards the latter end of April, the Spaniards in great force attacked the Bahama Islands; Colonel Maxwell, the governor of Providence, whose force consisted of about 170 invalids, held out for a few days, in hopes he might be relieved by the arrival of some ships of war. No succours being likely to arrive, the governor, on the 8th of May, surrendered the islands by capitulation. To compensate in some measure for the loss of these islands, Lieutenant Colonel Despard* and Major Cambell, with about 1100 maroons, negroes, and Musquito Indians, attacked the Spaniards, who were in great force at Black River, and gained possession of the old settlements, and Fort Dalling; the Spanish governors and garrisons were made prisoners, and sent on parole to Omoa.

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On the 29th of April Admiral Sir George Rodney arrived with part of his fleet and prizes at Port Royal. Soon after Sir Peter Parker sailed for England, in the Sandwich, of 90 guns, taking under his convoy the homeward bound trade. The Comte de Grasse, and several other French officers of distinction, were permitted to return home in the Sandwich on their parole.

On the 22d of May Sir Samuel Hood anchored with his squadron in Port Royal harbour, from his cruize off Cape Tiberoon, without having seen any thing of the enemy's fleets. The Spaniards escaped his vigilance, and got safe into the Havannah; and M. Vaudrieul took the advantage of his absence to sail with 13 ships of the line for North America.

On the 10th of July Admiral Pigot arrived from England at Port Royal, in the Jupiter, of 50 guns, to succeed Sir George Ronney in the command of the fleet. The admiral hoisted his flag on board the Formidable, and on the 17th proceeded to sea, for the purpose of escorting the convoy through the Gulf, and from thence to New York.†

On the 23d Sir George Rodney sailed for England in the Montagu.

On the 15th of August Rear-Admiral Graves joined the fleet off the Havannah with nine sail of the line, and the convoy, when the whole fleet bore up, and the next day

* This officer was in the year 1798, confined in the prison of Clerkenwell, on suspicion of conspiring against the State.

† Appendix, Chap. II. No. 225. North America.

A.D. 1782 Admiral Graves with the trade, parted company, and proceeded on their passage to England.*

The ships of war and convoy under Rear-Admiral Graves continued their course without any material occurrence until the night of the 22d of August, when the Hector, one of the prizes, being badly manned, and a heavy sailer, dropped so far astern, that she parted company with the fleet. On the 8th of September it blew a strong gale, in which the leaks of the Caton, of 64 guns, and Pallas frigate, had so much increased, that the admiral ordered them to bear away for Halifax. In the afternoon on the 16th, the fleet being in the latitude of $42^{\circ} 15''$ north, and longitude $48^{\circ} 15''$ west, was overtaken by a violent gale of wind from the E. S. E. which continued to blow with unabating fury until three o'clock the next morning, when on a sudden it shifted to the N. N. W, and blew a hurricane. As the day broke it discovered an indescribable scene of horror and distress; some of the ships of war had lost their masts, and were otherwise much disabled; many of the convoy had not only suffered similar disasters, but had actually foundered, and the sea was covered with wrecks. Numbers of miserable wretches of both sexes were seen either lashed, or clinging to them: what rendered their dreadful situation still more piteous, was the impossibility of giving them the smallest assistance; the storm continued to rage, and the sea so rough and agitated, that no boats could be put out to their relief; a few indeed were fortunate enough to be saved by ropes, which were thrown from the ships, as they approached near the wrecks. When the squall came on, the Ramilies had her main sail set, and in this situation was taken aback; before the clew garnets could be manned, the main-mast went overboard, carrying with it the mizen-mast, fore-top-mast, and fore-yard. The tiller broke in the rudder head, and in a short time, from the chain pumps being choaked, there was six feet water in the hold. In the course of the day several of the guns and heavy stores were thrown overboard to ease the ship. All these efforts proved ineffectual; the pumps could not be cleared, and on the 21st the leak increased to ten feet water in the hold; the admiral began now to despair of saving the ship. The gale having abated, he made the

† Appendix, Chap. II. No. 233.

signal for the few merchantmen that were still in company, A. D. to come down to his assistance, and to take on board the 1782 crew, which were all distributed by four o'clock in the afternoon. The *Ramilies* at this time had fifteen feet water in her hold; the admiral directed Captain Moriarty to set her on fire, and in a few minutes she blew up.

The melancholy fate of the *Centaur*, of 74 guns, Capt. Inglefield, was still more deplorable. The squall had laid her so much on her beam ends, that the water burst through from the hold between decks; she lay motionless, and seemed irrecoverably overset. Her masts falling overboard, she in some degree righted, with the loss of her rudder, but with such extreme violence, as caused unspeakable mischief and confusion. The guns broke loose, the shot were thrown out of the lockers, and the water that came from the hold swept away every thing between decks, as effectually as the waves had from the upper. The officers, when the ship overset, ran up from their beds naked; neither could they get at a single article of clothes to put on in the morning; nor could they receive any assistance from those who were upon deck, having no other but what they had on.

The unshaken fortitude of the ship's company, and their unwearied exertions under every difficulty, and with scarcely the possibility of a hope remaining; while it heightens the merit of the sufferers, only serves to render their fate the more grievous. By these means the ship was kept afloat until the 23d; on that morning the water in the hold had blown up the orlop deck, and the cables floated to the gun deck. All their efforts began to appear fruitless; the ship was filling fast with water, and going gradually down. Every countenance was painted with horror and despair; not a shadow of hope now remained; the people could be no longer prevailed on to bail, and the ship was left to her fate. Some of the bravest seamen, who had hitherto persevered in their sufferings and labour, without a murmur or a fear, seeing that all was over, and being suddenly struck with a melancholy and tender recollection of their country, and of every thing that was most dear to them, burst out openly into tears, and wept like children. Others appearing perfectly resigned to their fate, as if disdaining to contend with impossibility, went to their hammocks, and called to their messmates to lash them in; numbers were lashing themselves

A.D. 1782 selves to gratings and small rafts. Amidst this scene of misery and distress, the idea most prevalent among the men was equipping themselves in their best and cleanest clothes. Although rafts were made, and the boats put into the water, the generality of the officers and men, convinced of the impossibility of being saved, preferred to resign themselves quietly to their fate, rather than take the chance of prolonging a wretched existence for a few hours. At five o'clock in the evening Captain Inglefield (who had yet formed no determination for himself) went upon deck; the five lieutenants, with all the other officers excepting the master,* were below; perceiving a few of the people had got into the pinnace, which was lying under the main chains, and that others were preparing to follow them, Captain Inglefield beckoned to the master, and they both instantly jumped into the boat. The sea ran so high, it was with much difficulty they could get her clear of the ship; numbers of people who were on the gangway precipitately endeavoured to follow their example, fell into the sea and were drowned. Mr. Baylis, a midshipman only 15 years of age, threw himself overboard, and had the good fortune to reach the boat; though it was with some difficulty Captain Inglefield could prevail on the men to take him in. The whole number now in the boat was twelve,† adrift in the middle of the Atlantic ocean, a dark and stormy night approaching, without either compass, quadrant, or sail. Their provision consisted of a bag of bread, a small ham, a single piece of pork, a few French cordials, and only two quart bottles of water. A blanket which had been thrown into the boat, they bent to one of the stretchers, and used as a

* Mr. Renny was afterwards made a lieutenant, and appointed to the command of a cutter, which foundered on her passage to Gibraltar with dispatches, and all on board perished.

† Captain John Inglefield.

Mr. John Renny, master.

Mr. Robert Baylis, midshipman; he died in the year 1798, lieutenant of the Mercury, at St. John's, Newfoundland.

Mr. James Clark, surgeon's mate.

Timothy Sullivan, captain's coxswain.

John Gregory, quarter-master.

Thomas Mathews, ditto, died in the boat the day before the land was seen.

Charles Macarty, ——— Gallohan, Thomas Stevenson, Charles Flinn, Theodore Hutchins—seamen.

fail,

fail, under which they scudded through the night, which was extremely tempestuous, and from the sea often breaking into the boat, threatened them with instant destruction. Providentially the next morning the weather proved more moderate, and the wind continuing to blow from the N. W. buoyed them up with the hope of being able to reach the western islands, which at the time they quitted the ship were about 260 leagues to the S. E. On the 5th morning it was discovered that the salt water had spoiled a great quantity of their bread. This reduced them to the necessity of living upon the miserable pittance of two biscuits for the 24 hours, which were divided equally between the whole. The neck of a bottle with the cork in it, was the measure of water allotted to support each individual for 24 hours. This necessary article appeared their greatest distress, and indeed they must have shortly perished for the want of it, had not a pair of sheets been found, which were thrown by some fortunate accident, into the boat; rain coming on they were enabled by alternately spreading and wringing them, to catch and save a few quarts of water; but not in any proportion to allay their thirst, and often to reduce them to the utmost distress. Captain Inglefield to divert the attention of the people from their situation and distress, induced them during the heavy and pensive hours of the night, to amuse each other by relating a story, or singing a song in turn.

On the 16th day after their departure from the ship, the last allowance of bread and water was distributed; and nothing now appeared left but the chance of perishing for want of even the little pittance, by which they had so long subsisted. Providence, who had hitherto conducted them through so many perils, still favoured these unfortunate people with his protection; on the same day, to their inexpressible joy, land was discovered, to which they instantly steered, and before sun set arrived safe in the harbour of Fyal.*

The

* Names of the officers left in the Centaur, and who perished:

John	Jordan	-	1	} Lieutenants.
	Treleven	-	2	
George	Lindsay	-	3	
	Scott	-	4	
	Breton	-	5	

D.D. 1782 The wretched situation of the Hector of 74 guns, Captain Bouchier, after she had parted company with the fleet, was if possible more deplorable than either of the preceding. She was an old ship and in such bad condition, that before she sailed from Jamaica, all her guns excepting 52 were taken out, and her masts were replaced by others of a smaller dimension; her complement of men amounted to 300, most of whom were invalids from the fleet, American and French prisoners.

In this miserable condition on the evening of the 5th of September she fell in with the Eagle and Gloire French frigates, each mounted with 40 guns and a complement of 300 men, besides a great number of land officers and troops whom they were conveying to North America. The weak state of the Hector was not long unperceived by the frigates, who instantly bore down, and placing themselves one upon her beam and the other upon her quarter, began a furious cannonade; Captain Bouchier made a most gallant resistance; but the slackness of the Hector's fire and the slowness of her movements, gave the enemy frequent opportunities of raking her; confiding in the number of their men, they attempted to board the Hector, but were nobly repulsed with great slaughter. The engagement continued almost four hours with unabating violence; when, to the astonishment of those on board the Hector, the enemy ceased firing and sheered off, although day light must have discovered to them the miserable state she was in. The damages sustained were prodigious, her already crazy hull was almost torn to pieces, the masts, sails and rigging rendered by the shot useless; her emaciated and weak crew worn down by sickness, performed prodigies of valour, and by their noble exertions, supplied the defect of strength and number. Forty-six of these brave fellows were either killed or wounded, among the latter was Captain Bouchier, who received so desperate a wound in the arm, that he was obliged to quit the deck; giving

John Bell, captain of marines.

Thomas Hunter, Purser.

Williamson, surgeon.

Thomas Wood, boatswain.

Charles Penlarick, gunner.

Allan Woodriff, Carpenter.

Mates and Midshipmen.

Dobson, Worden, Hay, Everhart, Minshaw, Sampson, Lindsay, Chalmers, Thomas, Young.

charge

charge of the ship to Captain O'Bryen Drury (who was on his passage to England); this officer maintained the battle with undaunted courage and intrepidity until the enemy sheered off. A.D. 1782

They were still destined to encounter more serious and dreadful calamities. A few days after the engagement, a storm arose, in which they lost all their masts and rudder, the leaks encreased to so violent a degree, that the hold was filled with salt water, by which a great quantity of the provisions and fresh water was spoiled. The only remaining sail was fothered and drawn under the bottom of the ship with the hope of diminishing the leaks; this had no manner of effect, the leaks continued to gain upon them; the decks were fast sinking, and some of the beams of the orlop deck had absolutely fallen into the hold. The sick died apace. The small quantity of spirits which for several days had supported and kept the remainder of the crew from perishing was nearly exhausted. It required the utmost exertion of the officers to prevail on and keep the men at the pumps, many of whom dropped dead while working them. For four days they were reduced to the deplorable necessity of existing without either spirits or water. The most afflicting and miserable picture now presented itself, that of being destined to linger out a painful but short existence. When to their inexpressible joy, on the 3d of October a sail was discovered bearing down upon them. This proved to be the Hawke snow, a letter of marque, belonging to Dartmouth, commanded by Captain John Hill from Lisbon, bound to St. John's Newfoundland. The distressed situation of the Hector was no sooner known to this generous and humane man; then without considering the risk to which himself and crew might be exposed, he instantly applied himself to their relief. He remained by them all night, and in the morning took on board Captain Bouchier,* and the 200 poor fellows that who were left. His vessel became so much crouded, in order to accommodate them the better, he threw over board a great part of his cargo. On the day when the Hawke arrived at St. John's, the last cask of water was abroach; had the wind proved otherwise than fair, their generous deliverers might have been in-

* At present Captain of Greenwich Hospital.

A.D. 1782 involved in the distresses which the unfortunate crew of the Hector had so recently experienced.

The fate of the Ville de Paris and Glorieux have never been known, the most probable conjecture is, that they both foundered; especially if they we are to give credit to a seaman by the name of Wilson, who was picked up by a Dane, floating on a piece of a wreck, and said he had belonged to the Ville de Paris; that when she foundered he had clung to it; he was so overcome with terror, that he could not recollect any thing further, excepting that he had seen the Glorieux go down the day preceding that on which the Ville de Paris perished.

Thus not a single trophy remained excepting the Ardent, to commemorate the glorious victory on the 12th of April.

On the 5th of October the Canada of 74 guns commanded by the honourable Captain William Cornwallis, arrived at Spithead with the loss of her mizen mast and in a most leaky condition, being the only ship of war which had escaped the fatal effects of this dreadful hurricane, and was first to announce the destruction and havoc which it had caused.

On the 9th of October the London of 98 guns, Captain Kempthorne, Torbay of 74 guns, Captain Gidoin, and Badger sloop, Captain Hills, being on a cruize off Hispaniola, fell in with Le Scipion French ship of 74 guns, and a large frigate, which they chased from nine in the morning until the evening of the 18th, when after a most resolute and spirited resistance, in which the French commander M. Macnamara displayed great bravery and nautical skill, he run his ship on shore in Serrena Bay, where she was lost. In the engagement, which was principally with the London, they fell on board of each other, and by a masterly manœuvre the Frenchman disentangled himself, and so much disabled the London, as to render her incapable of pursuing him.

The Torbay continued the pursuit, but M. Macnamara had run his ship on shore before she reached within shot.

The London had 9 men killed, the lieutenants Burgoss,* Hankey and Trigge, and 72 men wounded.

Captain Christopher Parker, in the Diamond of 32 guns,

* Afterwards Captain of the Ardent, and killed in the action with the Dutch fleet in the North Sea, on the 11th Oct. 1798.

being

being on a cruize, fell in with and after an obstinate engagement captured the Magdalena Dutch armed ship of 30 guns, and 190 men, 28 of whom were killed and as many wounded. She was retaken on her passage to Jamaica. A.D. 1782

His Majesty's brig the Lively, commanded by Captain Stanhope, on a cruize off the island of Cuba, captured an American ship, whose crew being indulged with too much liberty on board the Lively, surprized and seized Captain Stanhope, his officers and men.

The Americans having gained possession of the brig, carried her into the Havannah. Captain Stanhope, on being released, was tried by a court-martial, and sentenced to be dismissed the service.

COAST OF AFRICA.

Captain Shirley, in the Leander of 50 guns, and Captain Frodsham in the Alligator sloop of war, took Acra and four other of the principal Dutch forts on this coast. The ruin of their settlements was made complete, by the capture of the strong and well garrisoned fort of Comenda, mounted with 32 pieces of cannon, as many howitzers, and two mortars; this was accomplished by the gallantry of lieutenant Cartwright of the Argo frigate, who landed with a detachment of seamen to co-operate with some land forces belonging to the African company.

The Alligator, on her passage to England, was attacked by La Feé French frigate of 36 guns; Captain Frodsham defended the ship with great bravery, till the enemy got close along side, when he was obliged to strike his colours.

EAST INDIES.

On the 2d of January Vice Admiral Sir Edward Hughes sailed with the Squadron* from Negapatman, to carry into execution the design which he had formed, for the reduction of the Dutch settlement of Trincomalé in the island of Ceylon. Sir Hector Monro, in order to garrison the place in case of success, sent on board the fleet 500 volunteer Seapoys, and an officer with 30 artillery men. On the 5th the Admiral anchored in Trincomalé bay, and immediately began to disembark the troops with a considerable detachment of seamen and marines, under the command of Captain Gell of the Monarca, assisted by

* Appendix, Chap. II. No. 234.

A.D. 1782 Captain James Montagu of the *Medea*, and Captain Reynolds of the *Combustion* fire-ship. Before dark the whole were landed without opposition, and having formed on the beach proceeded to the attack of the fort, the gate of which was forced by the company of marine grenadiers, and they instantly became masters of the place. The garrison only consisted of three officers and 40 soldiers, with 10 old iron guns for its defence. From the prisoners the Admiral learnt that the only remaining force had retired into fort Ostenburgh, situated on a hill which commanded the harbour and protected their shipping. The stores and ammunition being all landed, on the night of the 8th a detachment of seamen and marines carried and maintained a post of the enemy, which was within 200 yards of the fort. Early the next morning the Admiral sent Captain Gell with a letter of summons to the governor; who replied that he would defend the place to the last. Sir Edward Hughes, from motives of humanity, and to save the effusion of blood, again summoned the governor to surrender; to which he gave a positive denial, alledging that the strictness of his orders, compelled him to defend the place. These letters were transmitted through Major Geils, an engineer officer of distinguished abilities in the service of the East India Company, who informed the admiral that from the observations he had made, the lower fort might be carried by assault. The necessary disposition was accordingly made; the storming party consisted of 450 seamen and marines, covered on each flank by a company of pioneers, with 20 seamen armed with cutlasses, who carried the scaling ladders; the whole supported by a reserve composed of three companies of seamen, and as many marines with two field pieces. At day break on the 11th, they advanced to the assault, preceded by a serjeant's party, who bravely pushed forward and entered through the embrasures unperceived. The whole storming party instantly followed, drove the enemy from their works and possessed themselves of the fort. This secured the immediate surrender of the ships and vessels in the harbour.

In the assault Mr. Long 2d lieutenant of the *Superbe*, a deserving young officer was killed, with 20 non-commission officers, seamen and marines. Lieutenant Wolfely of the navy, lieutenant Samuel Orr of the marines, and 40 non-

non-commission officers and privates were wounded. The loss the enemy sustained was very inconsiderable, many having thrown down their arms and submitted to the conquerors. A.D. 1782

The garrison which were made prisoners consisted of Mr. Homæd the Governor, 1 captain, 2 lieutenants, 3 surgeons, 250 European infantry, 1 captain, 1 lieutenant of engineers, 2 subalterns, 50 European Artillery, 55 seamen from the ships in the harbour, 10 artificers, 1 captain, 1 lieutenant and 2 ensigns of Malays.

The squadron being in want of stores and provisions, Sir Edward Hughes sailed from Trincomalé on the 31st of January, and arrived in Madras road on the 8th of February. On the same day he received advice from Lord Macartney the Governor, that a French squadron consisting of 30 sail of ships and vessels, were at anchor about 20 leagues to the northward of that port. On the 9th in the afternoon the admiral was joined by three ships of war and an armed transport. Every possible expedition was used to get on board the stores and provisions; but before it was completed, on the 15th the enemy's squadron appeared in the offing, and at noon came to anchor about four miles without the road.* The admiral immediately placed his ships with springs on their cables in the most advantageous position to defend themselves and the numerous shipping which lay within them in the road. At four in the afternoon M. de Suffren suddenly weighed and stood to the southward. A detachment of 300 officers and men from the 98th regiment of foot were embarked, and being distributed on board of those ships that were the worst manned; the admiral directly weighed and pursued them throughout the night under an easy sail. At day break the next morning, he found that their fleet had separated, the ships of the line and a frigate were about four leagues to the eastward of the British fleet, the rest of the frigates with the transports, were about three leagues to the S. W. steering directly for Pondicherry. Sir Edward Hughes immediately made a signal for a general chase in that quarter, in order if possible to cut off their transports; which might be the means of forcing M. de Suffren to give him battle, should he venture down to the protection of his convoy. In the

* Appendix, Chap. II. No. 235.

A.D. 1782 course of the chase, the copper bottomed ships came up with and captured six sail of the convoy, five of which were English, taken by the enemy when to the northward of Madras, with their crews on board. The sixth was a large French transport named the *Luriston*, taken by Captain Lumley in the *Isis*, she was very deeply laden with shot, gun-powder, guns, and other military stores; on board her were many officers and 300 men of the regiment of *Lausanne*. As soon as M. de Suffrien perceived the danger of his convoy, he bore down with all the sail he could set; about three o'clock in the afternoon, four of the enemy's best sailing line of battle ships, were within two or three miles of the sternmost of the British, who were consequently much spread during the chase. Sir Edward Hughes made the signal for the chasing ships to join him, which they all did about 7 o'clock; the hostile squadrons continued in fight of each other all night. At day light in the morning of the 17th the enemy's squadron was about three leagues to the N. E. the weather proved extremely squally, with baffling and uncertain winds; which prevented the squadrons approaching each other till the afternoon; when after various manœuvres on both sides, about 4 o'clock a favourable squall permitted M. de Suffrien to bear down with his whole force on the centre and rear of the British, who had little or no wind. Thus circumstanced, Sir Edward Hughes had not time to form in close order before he was warmly attacked by eight of the enemy's best ships. The *Exeter*, which was the sternmost ship, and a bad sailer, being at some distance from her second a-head, was most furiously attacked by three of the French ships. M. de Suffrien, in the *Hero*, bore down and fell with no less violence on the *Superbe*. The van of the British all this time lay almost becalmed, and could render no assistance to their friends; so that the brunt of the action fell on only five of the British ships; the enemy never advancing further than the *Superbe*. The action was vigorously maintained till 6 o'clock, when a sudden squall gave the British the advantage of the wind; who in their turn renewed the engagement with so much spirit and alacrity, that in 25 minutes the enemy hauled their wind and stood to the N. E. after having visibly suffered feverely. As it was evidently the design of M. de Suffrien to disable the *Superbe* and *Exeter*; those two ships were materially

materially crippled; the *Superbe's* main-yard was cut in two in the flings, and she had above four feet water in the hold, which gained considerably upon them until many of the shot holes were plugged up. The *Exeter* was almost reduced to a complete wreck, having at times from three to five ships upon her; and but for the prompt and gallant assistance of Captain Wood, in the *Hero*, she most probably would have been sunk. Commodore King displayed the most unshaken fortitude and presence of mind. Towards the close of the action, as two of the enemy's ships were bearing down to attack the *Exeter*, already a wreck, it is said the master asked the Commodore what he should do with the ship; to whom he bravely replied, "there is nothing to be done but to fight her till she sinks."

A.D.
1782

In the morning the enemy was out of sight; and the masts of the *Superbe* and *Exeter* having received so much damage, that it was dangerous to carry sail on them; and the shot holes in all the ships engaged so far under water, as to make it impossible to stop them at sea; the admiral was determined to proceed to Trincomalé, as the only proper place to refit the disabled ships, where he arrived on the 24th.

In this desperate and partial engagement the service was deprived of two brave and distinguished officers, by the loss of Captain Stephens, of the *Superbe*, and Captain Reynolds, of the *Exeter*. The whole loss amounted to 32 killed, and 95 wounded.*

The necessary repairs having been completed with the utmost expedition, Sir Edward Hughes sailed from Trincomalé on the 4th of March. On the 12th he anchored with the squadron in Madras road, without having seen or heard any thing of the enemy. On the 30th the admiral being on his way back to Trincomalé with a reinforcement of troops, and a supply of military stores for the garrison, he was joined by the *Sultan*, of 74 guns, and *Magnanime*, of 64 guns, from England. These ships having had a tedious and bad passage, were extremely sickly, and much reduced by the scurvy. The admiral considered it of much more importance to throw the succours he had on board into Trincomalé, than to return to Madras for the purpose of landing the sick and scorbutic men; and knowing also that

* Appendix, Chap. II. No. 235.

A.D. 1782 the enemy's squadron was to the southward, he was determined to proceed directly for Trincomalé, without either seeking or shunning the enemy. On the 6th of April the squadron fell in with a French ship from Mauritius, having on board dispatches from France for their commanders in chief by land and sea; the ship was chased on shore, and burnt near Tranquebar, the crew escaping with the dispatches. About noon on the 8th the enemy's squadron was discovered to leeward in the N. E. consisting of 18 sail.* The admiral continued on his course, the enemy still in sight for the three succeeding days; on the last (the 11th) he made the coast of Ceylon, about 15 leagues to windward of Trincomalé, and bore away for that place: by this change of course the enemy in the night gained the wind of the British squadron, and they were observed the next morning at day break crowding all the sail they could carry in pursuit; the copper bottomed ships coming fast up with the rear, the admiral was determined to fight them; he accordingly at nine in the morning drew his squadron into the line of battle a-head on the starboard tack, at the distance of two cables length from each other; the enemy at this time bearing N. by E. distant about six miles directly to windward. They continued manœuvring their ships, and changing their position in the line till 15 minutes past noon, when they bore down; their five van ships stretched along to engage that of the British, while the French admiral with the other seven sail, steered directly down on the *Superbe*, the *Monmouth* her second a-head, and the *Monarca* her second astern. At half past one the engagement began in the van of both squadrons; and a few minutes after *M. de Suffrien*, in the *Hero*, and her second astern, *L'Orient* bore down on the *Superbe* within pistol shot, and continued in that position, giving and receiving a most dreadful fire for nine minutes; the *Hero* then stood on greatly damaged to attack the *Monmouth*, which was already closely engaged with another of the enemy's ships; this made room for the ships in the French admiral's rear to come up and attack the British center where the battle raged with the greatest violence. At three o'clock the *Monmouth*, after having sustained with unparalleled fortitude the attack of two ships, had her mizen mast shot away, and soon after her main-

* Appendix, Chap. II. No. 236.

maſt met the ſame fate; ſhe was now under the neceſſity of bearing out of the line to leeward; and in danger of being carried by the enemy, had not the admiral inſtantly bore down, followed by the Sultan and Monarca, to her relief. At forty minutes paſt three, the wind ſtill continuing to the northward, without any ſea breeze, and being apprehenſive left the ſhips ſhould be entangled with the ſhore, the admiral made the ſignal for the ſquadron to wear, and haul their wind in a line of battle a-head on the larboard tack, ſtill engaging the enemy. At forty minutes paſt five, the ſquadron being in fifteen fathoms water, and fearful left the Monmouth might, in her diſabled ſtate, drift too near the ſhore, the admiral made the ſignal to prepare to anchor. The French ſquadron drew off in great diſorder to the eaſtward, and the engagement ceaſed; ſoon after Sir Edward Hughes anchored. The Hero, M. de Suffrien's ſhip, was ſo much damaged, that he was obliged to ſhift his flag into the Hannibal, of the ſame force. Juſt at dark the French frigate La Fine, of 40 guns, having been either ordered to tow off the Hero, or reconnoitre the ſituation of the Britiſh ſquadron, came ſo cloſe to the Iſis, that ſhe fell on board her, and was obliged to ſtrike her colours; but taking advantage of the darkneſs of the night, and the diſabled ſtate of the Iſis, juſt come out of action, in which ſhe had a number of men killed and wounded, and otherwiſe badly manned, the French frigate profited by this circumſtance, got clear of the Iſis, and eſcaped.

On the 13th, at day-break, the enemy's ſquadron was ſeen at anchor about five miles without the Britiſh, in much diſorder and apparent diſtreſs; but had the good fortune not to have loſt any of their lower maſts; both were buſily employed in repairing their damages, and drawing into order for defence: in this ſituation the ſquadrons continued at anchor until the 19th in the morning, when the enemy got under ſail with the land wind, and ſtood out to ſea cloſe hauled. At noon they tacked with the ſea breeze, and ſtood in directly for the body of the Britiſh ſquadron, as if determined on an immediate attack; but when they arrived within two miles of the Britiſh line, they found them ſo well prepared for their reception, that the French admiral tacked, and ſtanding to the eaſtward by the wind, was entirely out of ſight by the evening. Sir Edward Hughes having refitted the Monmouth with a jury, main, and mi-

A.D. 1782 zen mast, sailed on the 22d with the squadron for Trincomalé, and anchored in the bay on the same evening.

The loss sustained by the British squadron amounted to 137 killed, and 430 wounded. The action fell particularly heavy on the *Superbe* and *Monmouth*; in these ships the slaughter was very great. It was much to be regretted that the recollection of this action, in which Captain Alms had gained such immortal glory, by the gallantry which he displayed, should have been embittered by the loss of his son, who was one of the admiral's lieutenants, and fell on that day.

After the action the French squadron proceeded to Batacalo, a Dutch port on the island of Ceylon, about twenty leagues to the southward of Trincomalé, where they repaired their shattered ships. By their own account the loss they sustained amounted to 139 killed, and 364 wounded. Early in June M. de Suffrien proceeded to Tranquebar, where his fleet was re victualled by several Dutch ships, which had arrived for that purpose from Batavia; he sailed thence to Cuddalore, which on the 8th of April had been obliged to surrender to their land forces; here the French admiral, to replenish his fleet, took on board 400 French troops, as many Sepoys, and 300 artillery men.

On the 23d of June, Sir Edward Hughes having refitted his ships, and taken on board the recovered men, sailed from Trincomalé in quest of the French: the next day he anchored with the squadron in Negapatnam Road; at this place he was informed that the enemy were at anchor off Cuddalore, and that they had captured the *Resolution* and *Raikes* armed transports, laden with stores and ammunition, on their passage to Trincomalé. At one in the afternoon on the 5th of July, the enemy's squadron appeared off Negapatnam, consisting of 18 sail; and in the evening came to anchor about eight miles to windward of the British.* The admiral instantly got under weigh, and by three o'clock the whole squadron were at sea, and stood to the southward during the evening and the night, in order to gain the wind of the enemy. At day-light on the 6th the admiral having gained this essential point, formed his line of battle a-breast, and bore away towards the enemy, who weighed and formed their line of battle standing to the westward; upon which Sir

* Appendix, Chap. II. No. 237.

Edward Hughes drew his fleet into the line a-head, and threw out the signal for each ship to bear down directly upon her opposite in the French line, and to bring her to close action. These orders were admirably obeyed, and for some considerable time the engagement was close, warm, and generally well maintained on both sides. The firing had commenced in the French line at twenty minutes before eleven o'clock, which was not returned by the British until they were sufficiently near for their shot to have the desired effect. The action was general from van to rear, until thirty-five minutes past twelve o'clock; the enemy's ships appeared to have suffered extremely both in their hulls and masts. The van ship had been obliged to bear away out of the line; and the Brilliant, the French admiral's second a-head, had lost her main mast. At this critical moment the sea breeze set in with unusual violence, which threw both fleets into great disorder; several of the British ships in the van and center were taken a-back, and paid round on the heel with their heads the contrary way; while those in the rear, whose rigging had suffered the least in the action, were able to continue on their former tack, particularly the Worcester, Eagle, and Burford, which were nearing the enemy's squadron very fast, which, during the state of disorder into which the shift of wind had thrown the British, had time to collect and come to the wind on the larboard tack; those ships least disabled forming a line to windward to cover those which had suffered most. In the mean time Sir Edward Hughes, to remedy the disorder into which his fleet had been thrown, hauled down the signal for the line, and threw out another to wear, intending to follow it by that for a general chase. But at this instant Captain Gell, in the Monarca, hailed, and informed the admiral that all his standing rigging was shot away, and the ship otherwise so much damaged as to be utterly ungovernable. The Hero being also on the contrary tack, hauling in with the land with the signal of distress out; and the enemy endeavouring to cut off the Eagle, which was hard pressed by two of their ships, he made the signal to wear only, and form the line a-head on the larboard tack; the engagement still continued partial between such of the ships as happened to come within reach of each other. At two o'clock M. de Suffrien stood in shore, and collected his ships in a close body; while the British remained much dispersed, and several of them ungovernable; in this situation

A.D. 1782 tion the admiral was obliged to give up his design of renewing the engagement. At half past four he hauled down the signal for the line of battle, and at half past five anchored between Negapatnam and Nagore. Soon after the French squadron anchored about 3 leagues to leeward. The night was employed in securing the lower masts and refitting the ships. At nine o'clock the next morning the admiral had the mortification to see the enemy's squadron get under sail, and return to Cuddalore road, their disabled ships a-head, and those less with the frigates in the rear to cover their retreat, while his own ships remained in too disabled a condition either to prevent or pursue them. On the same morning Sir Edward Hughes sent Captain Watt of the Sultan, in the Rodney brig disarmed, with a flag of truce and a letter to M. de Suffrien, to demand the French king's ship the Severe, which had in the general disorder into which the fleet had been thrown, by the sudden change of wind during the action fell along side the Sultan and struck her colours; but while Captain Watt was executing the signal to wear and join the admiral, the Severe took the advantage of her situation, and without shewing any colours, to pour a raking fire into the Sultan. M. de Suffrien returned an evasive answer, and alledged that the colours had not been intentionally struck, but had come down from the halliards of the ensign being shot away.

In this action fell Captain Dunbar Maclellan of the Superbe, and Captain Broxholme Jenkinson of the 98th regiment, two officers of distinguished bravery and universally regretted.

The whole loss sustained by the British, amounted to 77 killed and 233 wounded. On the side of the enemy 178 were slain and 601 wounded.

Sir Edward Hughes finding it impossible to repair the damages which the squadron had sustained in the late engagement, and their stores, provisions, and ammunition being nearly exhausted, he was under the necessity of proceeding to Madras to get a supply. The squadron arrived in the road on the 20th of July. The admiral was here joined by the Sceptre of 64 guns, which had left England with Sir Richard Bickerton; soon after clearing the channel Captain Graves separated from the rest of the squadron, and put into Rio Janiero, where he met with the Medea frigate. In the course of their passage to India they captured

captured a large French ship laden with naval stores, in charge of which Captain Graves left the *Medea*, that he might proceed himself with the greater expedition to join the admiral. On the 31st, in order to secure Trincomalé from any desultory attempt which the enemy might make, Sir Edward Hughes dispatched the *Monmouth* and *Sceptre* with a reinforcement of troops, and a supply of stores and provisions for that garrison. On the 10th of August these ships having completed the service on which they were ordered, rejoined the admiral. On the 13th the *Medea* arrived with the prize.

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On the first of the same month M. de Suffrien having refitted his squadron, sailed from Cuddalore, to join the Sieur D'Aymar, whom he learnt had arrived at Point de Galles in the island of Ceylon, in the *St. Michael* of 64 guns, accompanied by *L'Illustre* of 74, having under his convoy the second division of the Marquis de Bussy's troops and artillery. So difficult were the means of information that the admiral knew nothing of the movements of the enemy, until the 16th, when he was joined by the Coventry frigate Captain Mitchell,* who on the 12th off the Friars Hood, on the island of Ceylon, fell in with and attacked the *Bellona* a French Frigate of 40 guns; after a desperate engagement of two hours and a half, the *Bellona* sheered off and made sail. Captain Mitchell pursued her with the greatest eagerness, but the Coventry having suffered much damage in her masts and rigging was not able to come up with her, before (to his astonishment) she led him down and joined the French fleet, which Captain Mitchell discovered at anchor in Batacalo road, consisting of 23 sail. Two of the enemy's line of battle ships got under sail and chased the Coventry, but she outailed them and escaped. In this action the Coventry had 15 men killed and 29 wounded.

The admiral upon receiving this intelligence used all possible diligence to get the squadron ready for sea; he sailed from Madras on the 20th, and proceeded to the southward to Trincomalé, being apprehensive that during the absence of the squadron, the enemy might make themselves masters of that harbour. The wind continuing to blow strong from the southward, he did not arrive off Trincomalé till the night of the 2d of September. On

* The present Vice Admiral Mitchell.

A.D. 1782 the following morning at day-break, nothing could exceed the admiral's astonishment and mortification, when he beheld the French colours flying on all the forts, and above 30 sail riding at anchor in the different bays.*

On the appearance of the British squadron at 6 o'clock in the morning of the 3d, M. de Suffrien got under sail with 14 ships of the line, three frigates, and a fire ship,† and stood out of Back bay with the wind off the land, which placed them to windward of the British. Sir Edward Hughes immediately made the signal for the line of battle a-head at two cables length distance, shortened sail and edged away from the wind, in order that the ships might the more speedily get into their respective stations.

At 20 minutes past 8, the enemy began to edge down towards the the British line. Sir Edward Hughes, in order to render the battle decisive, endeavoured by steering away large under his topsails to draw the enemy's squadron as far as possible from Trincomalé until half past eleven. The enemy all this time shewed great indecision in their movements, sometimes edging down, as if disposed to come to action, at others bringing to, and in no regular order, as if undetermined what to do.

At noon M. de Suffrien appeared to have fixed his resolution to engage; and at half past two the French line began to fire upon the British, which was in a few minutes returned, and the engagement soon after became general. The two additional ships of the enemy's line fell furiously on the Worcester the rear ship. But she made so brave a resistance, and being timely supported by the Monmouth her second a-head, who threw all her sails aback, and poured in so close and heavy a fire upon the enemy, that the attack failed entirely on that side. At the same time five of the enemy's van ships bore down in a cluster upon the Exeter and Isis, the two headmost ships, and by an incessant and powerful fire forced the Exeter much disabled out of the line; they then tacked, keeping their wind, and fired on the Isis and other ships in the van as they passed.

The centers of the two lines during this time were warmly engaged ship to ship; the rival commanders in the

* Captain Macdowal, the Commandant of Trincomalé surrendered by capitulation on the 30th of August.

† Appendix, Chap. II. No. 238.

Superb and Hero, dealing out their rage with unremitting fury upon each other. At half past three o'clock, the mizen mast of the French admiral's second a-stern was either shot or cut away; and at the same time her second a head lost her fore and mizen top-masts. At half past five the wind shifting suddenly from S. W. to the E. S. E. Sir Edward Hughes made the signal to wear, which was instantly obeyed in admirable order and alertness, the enemy's squadron either wearing or staying at the same time, until the British renewed the engagement with fresh vigour. At 20 minutes past six the French admiral's main mast was shot away by the board, and soon after his mizen mast followed it. The Worcester about the same time lost her main top-mast. At seven o'clock the body of the French squadron hauled their wind to the southward, and became exposed to a severe and galling fire from the ships in the British rear for 20 minutes, when the engagement ceased. The British squadron after so long and desperate an action was in no condition to pursue the enemy, who at day light were out of sight. The very crippled state of the squadron, particularly the Superb, Burford, Eagle and Monmouth, compelled the admiral to return to Madras, where he arrived on the 9th.

The loss sustained in this action was small when compared to the time it lasted and the violence with which each party fought. The killed amounted to 51 and 283 wounded. Among the slain were the captains Watt of the Sultan; Wood of the Worcester, and Lumley of the Isis; three brave officers of distinguished merit, whose loss was severely felt, and regretted by their country and the navy.

The French squadron returned to Trincomalé on the night of the action; and such was their hurry and confusion lest they should be pursued, that L'Orient one of their best ships of 74 guns run on shore in the dark and was lost. M. de Suffrien was so much dissatisfied with the conduct of some of his captains, that he broke and sent prisoners to the Mauritius no less than six of them. The loss which they sustained was not published as was usual by the French admiral; it however became known some time after, on the arrival of the Fox packet from India. The slaughter then appeared to have been beyond any thing great, and was no doubt the reason why M. de Suffrien wished to conceal it. The slain amounted to 412, and the wounded to 676. L'Heros, the French admiral's ship, had on board

A.D. at the commencement of the engagement 1200 men, of
1782 whom 140 were killed and 240 wounded.

The Monsoon season fast approaching, Sir Edward Hughes on his return to Madras, gave the line of battle ships such a repair as might carry them in safety round to Bombay, where it was his intention to copper all those which were not so already, and give the whole such a thorough equipment as would enable them to proceed on service the next season with fresh vigour and ability.

Before he could accomplish this object and get to sea, on the 15th of October the Squadron became exposed to imminent danger, by one of the most sudden and dreadful hurricanes, which was ever remembered on that coast. The wind fortunately blew from off the shore, and the Squadron at anchor in 15 fathoms water, otherwise the consequences must have been fatal, as they soon parted their cables and put to sea. Several boats were lost with their crews, who were waiting to bring the officers from the shore. Nothing could equal the scene of horror and distress which soon presented itself. The shore for several miles was covered with wrecks, and with the bodies of the dead and dying. Several vessels of every denomination were either sunk at their anchors or dashed to pieces on the shore, of which number was the Earl of Hertford Indiaman; others cut or parted their cables and put to sea; a few to the wonder and astonishment of every body rode out the storm.

This calamity was followed by one if possible still more deplorable; many of the vessels which perished were laden with rice, of which article there had been a great scarcity. In a few days a dreadful famine at Madras was the result. The roads, streets, and adjacent country exhibited a horrible picture, these were every where strewn with the wretched natives dead or dying with hunger. It was estimated, that at least 200 of these poor creatures perished every day; and before they were relieved by a supply of rice from Bengal and other places, the numbers are supposed to have exceeded 10,000 who were famished by this calamity.

The Squadron on its passage to Bombay experienced a continued series of tempestuous weather. The Superb was dismasted, and suffered so much damage, that the admiral shifted his flag into the Sultan. In order to facilitate this equipment of the Squadron, Sir Edward Hughes ordered the
the

the Monmouth, Hero and Sceptre to refit at Goa, A.D. 1782 while he should proceed with the rest to Bombay, where from the tediousness of the voyage the ships did not all arrive till the 21st of December, and in a very weak and sickly condition.

On the 5th of September Sir Richard Bickerton arrived at Bombay with 5 sail of the line, a frigate and several transports, having on board above 4,000 troops.* Leaving the transports at Bombay, Sir Richard Bickerton proceeded with the ships of war in search of the admiral, whom he learnt on his arrival at Madras had sailed some days before for the coast of Malabar. Sir Richard Bickerton accordingly returned to join him at Bombay; without having experienced any bad weather, and totally ignorant of the storm until he arrived at Madras.

On the 18th of January the Hannibal of 50 guns, commanded by Captain Alexander Christie being on a cruise off the west coast of Sumatra, fell in with the French fleet and was captured; as was also the Chafer sloop, Captain Parr, on his passage to Madras, by the Bellone French frigate. The greater part of the officers and crews of these ships were delivered up prisoners by M. de Suffrien to Tippoo Saib, who treated them with the greatest inhumanity and cruelty. In consequence of which the following correspondence passed between the officers and the French admiral.

To M. DE SUFFRIEN.

“ We the commissioned officers of his Britannic Majesty’s navy, beg leave to represent to you the disagreeable situation in which we find ourselves at Chillambram, above sixty of us being indiscriminately crowded into a miserable thatched hut, insufficient to shelter us from rain and wind, and depending on the precarious supply of an arbitrary Moor, who has for some time subsisted us only on rice and water, and abandoned us to the ri-

<i>Ships.</i>		<i>Guns.</i>	<i>Commanders.</i>
* Gibraltar,	- 80	{	Sir Rd. Bickerton, Bart. Commodore.
Cumberland	74	{	Capt. Hicks.
Defence	74		William Allen.
Africa	64		——— Cranstone.
Inflexible	64		——— Macdowal.
Juno	32		Hon. I. Chetwood.
			James Montague.

“ gour

A.D. 1782 " gour of a climate ever unfavourable to European consti-
 " tutions, without the assistance of a surgeon or medicine
 " to alleviate its pernicious effects. We have been wit-
 " nesses to a scene miserable enough to shock humanity :
 " seamen expiring in the most wretched manner, merely for
 " want of assistance. As we cannot suppose you will
 " give a sanction to what no one can justify, we earnestly
 " request you will send some person to administer relief to
 " the unhappy sick. We ask this with some degree of
 " confidence, trusting you will not make so partial a dis-
 " tinction as to refuse officers of the king those indulgen-
 " cies so long granted to the company's."

" We are with all respect,

" your most obedient

" and very humble servants,

" R. Bowen, 2d Lieutenant, Hannibal.

" H. Shaw, 3d ditto.

" D. de Vitry, Lieutenant, Chaser.

" W. Wightman, Lieut. of marines.

" T. Carthew, ditto.

" W. M'Quin, Master, Resolution."

Dated Chillambram,

July, 1782.

M. DE SUFFRIEN'S *Answer*.

" To Messrs. Bowen, Shaw, De Vitry, Wightman,
 " Carthew, and M'Quin, English officers prisoners at
 " Chillambram.

" I received, gentlemen, the letter you did me the ho-
 " nour of writing, and I am sorry you are not so well
 " treated as the Nabob promised you should be. If
 " Messrs. Hughes, Macartney, and Coote, had listened
 " to the proposals made by M. Duchemin and me for a
 " cartel, you would not have been at Chillambram. It is
 " them you are to thank, if I have been under the disa-
 " greeable necessity of placing you in a situation in which
 " you might incur the risk of being ill treated.

" I have the honour to be, &c.

" DE SUFFRIEN."

Hero, July 19, 1782.

The British prisoners on board the ships experienced almost equal cruelty with those in the hands of Tippoo ; two midshipmen of the Hannibal, who were kept in close confinement

confinement near to the galley where the provisions are dressed, represented to the captain of the ship, their miserable situation and that they should be absolutely roasted: the answer this inhuman monster made, was, "that they would be the better to eat." One of these young gentlemen from excessive thirst was obliged to drink his own urine.

Mr. Carthew, lieutenant of the Hannibal, wrote to remonstrate with M. de Suffrien on these and other cruelties; to whom he sent the following reply.

To Mr. Carthew, lieutenant in his Britannic Majesty's Navy.

" I have received, Sir, the letter which you did me the honour of writing: my intention never was, that the prisoners should be subsisted on rice and water. It is proper, indeed, that those who work should have a larger ration than those who did not; and I have given orders to that effect. I was too much affected on seeing at New York 300 Frenchmen, taken at the commencement of the war, crowded into a prison ship, and dying of an epidemical disease, ever to imitate the example.

" If you prisoners are not released, it is the fault of Messrs. Hughes, Coote, and Macartney; they will have to answer to God and their nation, for the lives of men, whom they cause miserably to perish, and for the necessity to which they reduce me of sending my prisoners to the Nabob Bahader.

" I have the honour to remain, Sir, with respect,
" your most obedient humble servant,

" DE SUFFRIEN."

" Hero, 29 July."

By these letters it is evident that M. de Suffrien wished to throw the blame entirely on Sir Edward Hughes, and Lord Macartney, whom by the ill treatment of his prisoners, he was in hopes to force into an exchange on his terms. Many of these unfortunate men perished during their captivity, and numbers of them were not released till after the war.

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EUROPE.

Supplies granted by parliament for the sea service.

	<i>l.</i>	<i>s.</i>	<i>d.</i>
For the maintenance of 110,000 men including 25,291 marines	5,406,000	0	0
For the ordinary, including half pay to sea and marine officers	451,989	12	11
Towards buildings and repairs of ships and other extra works	311,843	1	4
For compensation to proprietors of lands near Chatham, purchased to secure his majesty's docks, &c.	4,949	11	5
Total for the navy	6,274,782	5	8
Total supplies granted for the year	£19,788,863	19	4

On the 10th of January, Captain John Storr was promoted to be Rear Admiral of the red.

Flag Officers employed.

The same as last year, till most of the ships were paid off and the navy put on the peace establishment, when the following flag officers were appointed to command his Majesty's squadrons.

<i>Officers.</i>	<i>Rank.</i>	<i>Ship.</i>
John Montagu, Esq.	Portsmouth. Admiral of the Blue	Queen.
Mark Milbank, Esq.	Plymouth. Vice Ad. of the Blue,	Sampson.
Geo. Bowyer, Esq.	River Medway. Commodore,	Irresistible.
Sir John Lindsay, K. B.	Mediterranean. Commodore,	Trusty.
Sir Cha. Douglas, Bart.	North America. Commodore,	Assistance.
John Campbell, Esq.	Newfoundland. Vice Ad. of the White,	Salisbury.
Sir Rd. Hughes, Bart.	Leeward Islands. Rear Ad. of the Blue,	Adamant.
		Jamaica.

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Jamaica.
Jof. Rowley, Esq. Rear Ad. of the Red.
Africa.

Edw. Thompson, Commodore,
East Indies.

Grampus.

Sir Edw. Hughes, Vice Adm. of the Blue
Rich. King, Esq. Commodore,
Sultan.
Exeter.

N. B. For the guardships appointed at the peace, see
state of the royal navy, App. Chap. I. No. 19. and the
number of ships in commission at the end of the war, App.
Chap. II. No. 239.

*A List of the Flag Officers of his Majesty's Fleet at the
Conclusion of the War.*

Admiral of the Fleet.

Hon. John Forbes.

Admirals of the White.

Sir Tho. Frankland, Bart.	James Young, Esq.
Duke of Bolton.	Sir James Douglas, Knt.
Earl of Northesk.	Visc. Mount Edgcumbe.
Sir Thomas Pye, Knt.	Samuel Graves, Esq.
Sir Francis Geery, Bart.	Visc. Keppel.
Lord Rodney, K. B.	Duke of Cumberland.

Admirals of the Blue.

Clark Gayton, Esq.	Viscount Howe.
John Montagu, Esq.	Hugh Pigot, Esq.
Vice Admirals of the Red.	
Lord Shuldham.	Robert Duff, Esq.
John Vaughan, Esq.	

Vice Admirals of the White.

John Reynolds, Esq.	Hon. Sam. Barrington.
Sir Hugh Palliser, Bart.	Marriot Arbuthnot, Esq.
Hon. John Byron.	Robert Roddam, Esq.
Matthew Barton, Esq.	George Darby, Esq.
Sir Peter Parker, Bart.	John Campbell, Esq.

Vice Admirals of the Blue.

James Gambier, Esq.	Sir Hyde Parker, Bart.
William Lloyd, Esq.	John Evans, Esq.
Fra. William Drake, Esq.	Mark Milbank, Esq.
Sir Edward Hughes, K. B.	

Rear

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Rear Admirals of the Red.

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 Sir Edward Vernon, Knt. Robert Digby, Esq.
 Joshua Rowley, Esq. Sir J. Lockhart Ross, Bart.
 Richard Edwards, Esq.

Rear Admirals of the White.

William Longden, Esq. Alexander Hood, Esq.
 Benjamin Marlow, Esq. Alexander Innes, Esq.

Rear Admirals of the Blue.

Sir Chaloner Ogle, Bart. Sir Richard Hughes, Bart.
 Lord Hood. Sir Fra. Sam. Drake, Bart.

Matthew Moore, Esq.

Number of post captains on the list, 485.

Masters and commanders 147.

Lieutenants 1372.

On the 11th of January, the uniforms of the flag officers were altered as follows :

Full Drefs.

Admirals. A blue cloth coat, with white cuffs, white waistcoat and breeches; the coat and waistcoat embroidered with gold, in pattern and description the same as that worn by the generals in the army; three rows of embroidery on the cuffs.

Vice Admirals. Ditto, with embroidery the same as that worn by lieutenant generals; two rows of embroidery on the cuff.

Rear Admirals. Ditto, with embroidery the same as that worn by major generals; one row of embroidery on the cuff. Buttons the same as before.

Undress.

Admirals. Blue cloth frock, with blue cuff and blue lapels; embroidered button-holes like those now in use from the top to the bottom of the lappel, and three on the cuff.

Vice Admirals. Ditto, with button-holes three and three.

Rear Admirals. Ditto, with button-holes two and two.

Plain white waistcoat and breeches.

On the 20th of January the preliminary articles of peace were signed at Versailles, between Great Britain, France, Spain, and America. On the 2d of September following those between his Britannic Majesty and the States General of the United Provinces. On the 3d of the same month the definitive treaty was signed at Versailles.

The

The articles most connected with maritime affairs between Great Britain and France were as follows, viz. A.D.
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Great Britain

Consents that the limits of the French fishery at Newfoundland, shall extend from Cape St. John in about 50 degrees of north latitude, passing to the north, round to Cape Ray on the western coast. St. Pieres and Miquelon restored.

Restores the Island of St. Lucia in the West Indies, and cedes and guarantees to France the island of Tobago.

In Africa, she cedes and guarantees in full right to France, the river Senegal and its dependencies, with forts of St. Louis, Podor, Galam, Arguin, and Portendic, and likewise restores the island of Goree.

In Asia, she restores to France, with considerable additions, all her establishments in Bengal, and on the coast of Orissa, with liberty to surround Chandernagore with a ditch for carrying off the waters.

Pondicherry and Kherical were likewise guaranteed to France. She was put in possession of Maheé and of its factory at Surat.

France

Consents to renounce the right of fishing from Cape Bonavista to Cape St. Johns on the eastern coast of Newfoundland, which had by the treaty of Utrecht belonged to her by right.

Restores to Great Britain the islands of Grenada, and the Grenadines, with St. Vincents, Dominico, St. Christopher, Nevis, and Montserrat.

Guarantees to Great Britain, the possession of fort James, and the river Gambia. The liberty of carrying on the gum trade, from the mouth of the river St. John, to the bay and fort of Portendic; provided no permanent settlement is formed on that extent of coast.

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Cedes in full right to Spain the island of Minorca, east and west Florida; the British subjects to retire wherever they may think proper, and sell their estates, &c.

Spain.

British subjects to have the right of cutting, loading, and carrying away logwood in the district between the rivers Wallis or Bellig and Rio Hondo, taking the same course of the said two rivers for unalterable boundaries, so as that the navigation of them be common to both nations. Convenient places to be fixed upon by the commissaries of both nations, for the British subjects employed in the felling of logwood to build houses and magazines necessary for themselves, their families, and their effects; also to enjoy a free fishery for their subsistence on the coasts of their district, and the islands situated opposite. All fortifications which might have been built, to be demolished and no new ones erected.

The islands of Providence and Bahama to be restored to Great Britain without exception, in the state they were in when conquered.

Between Great Britain and America.

Great Britain acknowledges the following United States to be free and independent, viz. New Hampshire, Massachusetts Bay, Rhode Island, and Providence Plantations, Connecticut, New Jersey, New York, Pennsylvania, Delaware, Maryland, Virginia, North Carolina, South Carolina, and Georgia.

The

The boundaries agreed upon between the two nations were fixed as follows: from the north west angle of Nova Scotia, viz. that angle which is formed by a line drawn due north from the source of St. Croix river, to the Highlands, along the said islands which divide those rivers, that empty themselves into the river St. Lawrence, from those which fall into the Atlantic ocean, to the north westermost head of Connecticut river, thence down along the middle of that river to the 45th degree of north latitude; from thence by a line due west on the said latitude, until it strikes the river Irroquois, or Coatraquy; thence along the middle of the said river into lake Ontario; through the middle of the said lake until it strikes through the communication by water between that lake and lake Erie; thence along the middle of the said communication into lake Erie, through the middle of the said lake until it arrives at the water communication between that lake and lake Huron; thence through the middle of the said lake to the water communication between that lake and lake Superior; thence through lake Superior northward of the isles Royal and Philapeaux to the Long lake; thence through the middle of the said Long lake, and the water communication between it and the lake of the Woods to said lake of the Woods; thence through said lake to the most northernmost point thereof; and from thence on a due west course to the river Mississippi; thence on a line to be drawn along the middle of said river, until it shall intersect the northernmost part of the 31st degree of north latitude: South by a line to be drawn due east, from the determination of the line last mentioned, in the latitude 31 degrees north, to the middle of the river Apulachiola, or Catahouche; thence along the middle thereof to its junction with the Flint river; thence straight to the head of St. Mary's river, thence down along the middle of St. Mary's river, to the Atlantic ocean. East by a line to be drawn along the middle of the river St. Croix, from its mouth in the bay of Fundy to its source; and from its source directly north to the aforesaid Highlands which divide the rivers that fall into the Atlantic ocean from those which fall into the river St. Laurence, comprehending all islands within twenty leagues of any part of the shores of the United States; and lying between lines to be drawn due east from the points where the aforesaid boundaries between Nova Scotia on the one part, and East Florida on the other, shall respectively touch the bay of Fundy, and the

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A.D. 1783 Atlantic ocean, excepting such islands as now are, or heretofore have been within the limits of the said province of Nova Scotia.

The United States to enjoy unmolested the right to take fish of every kind on the Great Bank, and all the other Banks of Newfoundland; also in the Gulf of St. Laurence, and all other places in the sea where the inhabitants of both countries used at any time heretofore to fish; and also to have liberty to fish on such part of the coast of Newfoundland as British fishermen shall use, (but not to dry or cure the same on that island,) and also on coasts, bays, and creeks, of all other of his Majesty's dominions in America; and that the American fishermen shall have liberty to dry and cure fish in any of the unsettled bays, harbours, and creeks of Nova Scotia, Magdalen Islands, and Labrador, so long as the same shall remain unsettled; but so soon as the same, or either of them shall be settled, it shall not be lawful for the said fishermen to dry or cure fish at such settlement, without a previous agreement for that purpose with the inhabitants, proprietors, or possessors of the ground.*

Treaty between Great Britain and Holland.

The honours of the flag and salute at sea to be observed the same as before the war.

The town of Negapatnam, with its dependencies, ceded to Great Britain; who promises to receive and treat with the States General for the restitution of the said town, in case they should hereafter have an equivalent to offer for it.

Great Britain restores Trincomalé, as also all the other towns, forts, harbours, and settlements, which in the course of the war have been conquered in any part of the world whatever, by the arms of his Britannic Majesty, or by those of the English East-India Company.

The States General not to obstruct the navigation of the British subjects in the Eastern seas.

The differences between the English African Company, and Dutch West-India Company, to be settled by commissaries to be named on each side.

* Previous to the war with America, the number of British ships and seamen amounted to 1178 ships, 28,910 seamen; the exports from Great Britain 3,370,900l; and from the colonies 3,874,556l.

In the month of January, Lieutenant Edward Pellew, in the Resolution cutter, of 12 guns, and 75 men, fell in with, and captured, after a smart action of one hour and a half, the Flushing, a Dutch privateer of 14 guns, and 68 men, one of whom was killed, and six wounded. A.D.
1783

On the 25th of January the court-martial assembled, and held on board the Warspite, in Portsmouth harbour, to enquire into the cause of the loss of his Majesty's ship Centaur, under the command of Captain John Inglefield; and to try the said captain, officers and people, who belonged to her at the time she was left sinking; having heard the narrative of the said Captain Inglefield, and examined the officers and men present, and maturely and deliberately considered the whole, the Court is of opinion that the said Captain John Inglefield acquitted himself as a cool, resolute, and experienced officer, and was well supported by his officers and ship's company, their united exertions appearing to have been so great and manly, as to reflect the highest honour upon the whole, and to leave the deepest impression on the minds of this court, that more could not possibly have been done to preserve his Majesty's late ship the Centaur from her melancholy fate; the Court doth therefore adjudge, that the said Captain John Inglefield, his officers and company, be acquitted of all blame on account of the loss of his Majesty's said late ship Centaur, and they are hereby acquitted accordingly.

(Signed)

William Hotham, Commodore and second in command of his Majesty's ships and vessels at Portsmouth and Spithead, president.

Captains.

John Elphinstone,	S. Marshall,
Thomas Fitzherbert,	S. W. Clayton,
Hon. W. Cornwallis	John Holloway,
Samuel Reeve,	C. Collingwood.
Jonathan Faulkner,	J. T. Duckworth.
Hon. P. Bertie,	J. Luttrell.

W. A. Bettefworth, Judge Advocate.

Upon the peace taking place, the Channel fleet was ordered into port to be reduced and paid off, in consequence of which the seamen became very riotous, and manifested a great spirit of mutiny, which on board of several of the ships of war was carried to an alarming height. The crews, in

A. D. 1783 opposition to the orders of the admiralty, and their officers, insisted upon their ships being paid off at Portsmouth. Lord Hervey, Captain of the *Raisable*, of 64 guns, displayed great firmness and resolution; his ship being ordered round to Chatham, the crew refused to weigh the anchors, upon which his Lordship assembled them upon deck, and after pointing out the impropriety of their conduct, directed them to execute the orders he had received. The men still hesitating in their compliance, he instantly, with his officers (who were armed) seized on those who appeared the ringleaders, and having confined them in his cabin, soon brought the rest of the crew to obedience. On the *Raisable's* arrival at Sheerness, the mutineers were tried by a court-martial, and four of them condemned to suffer death. Three were accordingly executed at Sheerness on the 11th of August, on board of the *Carnatic*, *Dictator*, and *Scipio*. The fourth was reprieved just before execution on board the *Thetis*.

On the 15th of February a court-martial assembled, and was held on board his Majesty's ship *Warspite*, in Portsmouth harbour, to try Captain John Bouchier, and the surviving officers and crew of his Majesty's late ship the *Hector*, in order to enquire into the cause of the loss of the said ship. When it appeared to the Court that the said Captain John Bouchier's conduct was meritorious in the highest degree, to the time of his abandoning the king's ship; and that previous to that event, the engagement the *Hector* had with two French ships of war, reflected the highest honour on him, the officers and crew, who so bravely defended her at a time they were reduced to the most extreme hardships. Captain Bouchier, his officers and crew were therefore honourably acquitted.

The following members composed the Court.

President.

John Evans, Esq. Vice-Admiral of the Blue.

Commodores.

John Elliot, Esq.

William Hotham, Esq.

Captains.

John Carter Allen,

John Elphinstone.

Jona han Faulkner,

Philip Affleck,

Thomas Fitzherbert,

Robert Kingsmill,

Stair Douglas,

Sir Hyde Parker, Knt.

Rowland Cotton,

Sir John Hamilton, Bart.

W. A. Bettlesworth, Judge Advocate.

On

On the 26th of June, the squadron under Lord Hood A.D. 1783 arrived at Spithead from Jamaica. The ships were ordered to be paid off at the different sea ports. His lordship immediately set out for London, accompanied by his Royal Highness Prince William Henry.

On the 10th of July the board of admiralty appointed 24 masters from the half-pay list, for the sole purpose of superintending the ships in ordinary. Eight were to reside at Portsmouth, six at Plymouth, eight at Chatham and Sheerness, and two at Woolwich. Each master commanded a division of ships, which were allowed, exclusive of the warrant officers and their servants, the following proportion of men, who it appeared had been rated able above six calendar months, viz.

To ships of 100 guns and upwards, 36 men.

98 or 90	-	32
74 or 70	-	26
64	-	20
50	-	14
44	-	12
38 or 28	-	10
24	-	8
Sloops	-	6
Cutters	-	4

The ships fit for service were ordered to have their lower masts in, their bowsprits, lower yards, top masts, and top-sail yards on board, which had a roof over them to preserve them from the weather.

On the 29th of September a squadron was ordered to proceed to Gibraltar, consisting of four sail of the line, four frigates, and a cutter.*

On the 1st of December, the court-martial appointed to try Captain Evelyn Sutton, on charges exhibited against him by Commodore Johnstone, for misconduct, when Cap-

<i>Ships.</i>		<i>Guns.</i>	<i>Commanders.</i>
* Goliah,	-	74	Capt. Sir Hyde Parker, Knt.
Ganges,	-	74	Hon. James Luttrell.
Diadem,	-	64	John Symonds.
Ardent,	-	64	H. Harmood.
Pheeton,	-	38	John Colepoys.
Latona,	-	38	Thomas Boston.
Camilla,	-	20	John Hutt.
Rambler Cutter,	-	14	Lieut. Edward Pellew.

A.D. 1783 tain of the *Isis*, in the engagement in Port Praya Bay, pronounced sentence of honourable acquittal, the charges not appearing to be proved. The dispute between these officers was afterwards the cause of much discussion in the courts of law. A verdict was given in the Court of Exchequer in favour of Captain Sutton, 5000*l.* damages. A new trial was demanded, and a verdict of 6000*l.* damages given. The Commodore not satisfied, brought in a writ of error in the Exchequer Chamber, which, on reference from the Lord Chancellor, was argued before the Earl of Mansfield, Lord Chief Justice of the Court of King's Bench; and Lord Loughborough, Lord Chief Justice of the Court of Common Pleas; upon which their Lordships were pleased to declare that the judgment in the Court of Exchequer ought to be reversed. Captain Sutton afterwards removed it to the House of Lords, who in May, 1787, divided in opinion, whether the decree of Lord Loughborough and Lord Mansfield, which reversed the decree of the Court of Exchequer, should be affirmed or not.

Lord Stanhope, the Chancellor, Lord Bathurst, and Lord Howe, spoke; the latter Lord said, that to establish the verdict which gave the damages, would be to subvert the good order and discipline of the navy.

The question was then put, whether the decree of Lord Mansfield and Lord Loughborough should be affirmed.

On the division of the House,

Contents,	-	34
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		—
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Captain Sutton, in consequence, lost his cause.

MEDITERRANEAN.

In the month of July the Spaniards equipped a fleet for the purpose of bombarding the town of Algiers; it consisted of some ships of the line, 18 bomb ketches, several xebèques, gun vessels, and other small vessels of war: the command of this armament was given to Don Antonio Barcelo. The fleet appeared before Algiers on the 1st of August; and after several fruitless and unsuccessful attacks, with a vast expenditure of ammunition, it was resolved in a council of war, that as no effectual impression could be made on the town, the fleet should return to Spain.

NORTH

NORTH AMERICA.

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1783

The cruizers on this station, under Rear-Admiral Digby, continued to be very active and successful, till the conclusion of the war.*

In February, Captain Macnamara Russel, in the *Hussar*, of 28 guns, and 200 men, being on a cruize, discovered a large ship under jury masts; and judging, from her hoisting British colours, that it was one of his Majesty's cruizers, instantly bore down to her assistance. But to his astonishment, when he had approached within pistol shot, she fired a broadside into the *Hussar*, and did not change her colours till some time after the engagement commenced; which was maintained with great bravery on the part of Captain Russel; at length he compelled his antagonist to strike: she proved to be *La Sybil* French frigate, of 36 guns, and 300 men, many of whom were killed and wounded. The *Hussar* had two men killed, and six wounded. The *Sybil* had lost her masts in a severe action on the 17th of last month, with the *Magiciene* frigate.

On the 27th of November, New York was evacuated by the British troops.

WEST-INDIES.

LEEWARD ISLANDS.†

On the 18th of January, in the night, Captain John Willet Payne, in the *Leander*, of 50 guns, on his return to join Admiral Pigot at Barbadoes, from having convoyed a cartel ship to the northward of the islands, fell in with, and engaged a large ship, which, after a brisk action, sheered off, and made sail; from the size of the shot found in the hull of the *Leander*, there could be no doubt but it was a French 74, supposed to be *La Couronne*, or *Pluton*, both these ships having arrived soon after at Porto Rico much disabled. The *Leander* had 13 men killed and wounded.

On the , the *Argo*, of 44 guns, and 280 men, commanded by Captain Bchart, was chased by two French frigates, *La Nymph*, of 40, and *L'Amphitrite*, of 32 guns. Captain Bchart maintained a brisk running action for five hours, when his top-masts fell over

* Appendix, Chap. II. No. 239.

† Ships on this station. Appendix, Chap. II. No. 239.

A.D. 1783 the side, and he was obliged to strike. It blew so fresh, that the Argo could not make use of her lower deck guns. About 36 hours after they fell in with the Invincible, of 74 guns, Captain Saxton, upon which the enemy abandoned their prize, and crowded sail to get off.

In February, the St. Alban's, of 74 guns, Captain Charles Inglis, fell in with, and captured La Concorde French frigate of 36 guns, and 280 men. She was purchased into the service.

JAMAICA.

Rear-Admiral Rowley commanded in chief the Squadron on this station.*

On the 17th of January, the Magiciene frigate, of 32 guns, Captain Thomas Graves, arrived in Port Royal harbour, under jury masts, having had a severe action with La Sybil French frigate, in which she was dismasted. The Endymion was in sight at the time, but sailed so ill, that she could not get up to assist the Magiciene, till the enemy had got so far a-head as to escape. La Sybil soon after lost her masts, and was taken by the Hussar frigate. The Magiciene had 16 men killed, and 31 wounded.

February the 6th, Rear-Admiral Lord Hood arrived with the Squadron under his command in Port Royal harbour, after having cruized some time off Hispaniola on his passage from New York.† His Royal Highness Prince William Henry, who served as midshipman under his Lordship, was presented with a respectful address by the inhabitants, to which his Royal Highness made a suitable answer. During his stay at the island, he was treated with the most distinguished marks of attention by all ranks of people. The merchants, planters, and other inhabitants, as a farther compliment, raised a corps of cavalry for the express purpose of attending his Royal Highness, to which they gave the name of Prince William Henry's regiment.

Captain Stoney, in the Fox, took the Santa Catalina Spanish frigate, of 22 guns, and 163 men.

On the 2d of March, the Resistance, of 44 guns, Captain James King, and the Du Guay Trouin, Captain

* Appendix, Chap. II. No. 239.

† Appendix, Chap. II. No. 240.

Hulk, running through the Turk's Island passage, discovered two ships at anchor, which cut their cables, made sail, and stood to sea. The Resistance soon came up with the sternmost, a ship of 20 guns, whose main-top mast was carried away in the chace. Captain King gave her a broadside, and passed on to the other, which struck after a few guns being fired at her. She proved to be La Coquette French frigate, of 28 guns, and 200 men, commanded by the Marquis de Grasse, nephew to the Comte de Grasse. Captain King learnt that La Coquette with her consort and two transports, had sailed from Cape Francois, about three weeks previous to their being taken, on an expedition to Turk's Island, which they had reduced and fortified, leaving a garrison of 530 men in the place. A day or two after the Resistance fell in with the Albemarle and Tartar frigates, the Drake and Barrington armed brigs; when it was resolved an attempt should be made to retake the island; for which purpose 250 men were landed under the command of Captain Charles Dixon, of the Drake. The two brigs were stationed opposite the town to cover the disembarkation, and to dislodge the enemy from the houses. Two batteries unexpectedly opened upon the brigs, one of four 24 pounders, and the other of five six pounders, which soon compelled them to retire. The Drake had seven men wounded, and the Barrington two. Captain Dixon at the same time finding it impossible to dislodge the enemy, who were advantageously posted behind a strong work, and greatly superior in numbers, drew off his men and re-embarked them without loss. It was now determined that an attack should be made by the frigates; but the wind coming on to blow fresh, and the Tartar having been drove off the bank, the project was abandoned, and the ships stood to sea.

On the 13th of March, Lord Hood sailed with the squadron on a cruize off Cape Francois. On the 6th of April he received intelligence of the preliminaries of a treaty of peace having been signed; at the same time M. de Bellcombe, the governor of the Cape, sent an officer off to the squadron, with an invitation to his Royal Highness William Henry, requesting he would honour the Cape with his presence; and also inviting Lord Hood to enter the harbour with the British squadron. The latter was declined; but his Lordship directed the Bloodhound sloop of war to receive

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A.D. 1782 ceive on board his Royal Highness, and to carry him into the harbour. Upon his arrival he was received with every honour due to his exalted rank, above 6000 French and Spanish troops lined the streets, through which he passed to the governor's house, where he was entertained in a most magnificent stile. A field officer's guard was ordered to be mounted, four centinels placed at the door of his apartments, and the parole for the night given by his Royal Highness. On the 7th his Royal Highness left the Cape and returned to the squadron. The forts and ships of war saluted with 21 guns each on his quitting the harbour.

Lord Hood immediately bore up and proceeded to Jamaica, where the squadron arrived on the 12th. Soon after his Royal Highness Prince William Henry received, the following handsome letter from Don Galvez, the governor of Louisiana and commander in chief of the Spanish troops at Cape Francois.

Cape Francois, April 6th, 1783.

“ Sir,

“ The Spanish troops cantoned throughout the country, have not, as the French, had the happiness to take up their arms to salute your Royal Highness, nor that of paying you those marks of respect and consideration which are your due; it is what they will ever regret.

“ I have in confinement at Louisiana, the principal person concerned in the revolt at Natchez, with some of his accomplices. They have forfeited their parole and oath of fidelity. A council of war founded on equitable laws, has condemned them to death, and the execution of their sentence waits only my confirmation, as governor of the colony. They are all English. Will you be pleased, Sir, to accept their pardon and their lives, in the name of the Spanish army, and of my king? It is I trust the least present that can be offered to one Prince in the name of another. Mine is generous and will approve my conduct.

“ In case your Royal Highness deigns to interest yourself for those unfortunate men, I have the honour to send enclosed an order for their being delivered the moment any vessel arrives at Louisiana communicating your

“ your pleasure. We shall consider ourselves happy if
 “ this can be agreeable to you. A.D. 1782

“ I have the honour to be &c.

(Signed)

“ B. D. GALVEZ.”

To this letter his Royal Highness sent the following answer by Captain Manley Dixon in the Tobago sloop of war.

Port Royal, Jamaica, April 13th, 1783.

“ Sir,

“ I want words to express to your Excellency my just
 “ sense of your polite letter, of the delicate manner in
 “ which you made it be delivered, and your generous con-
 “ duct towards the unfortunate. Their pardon which you
 “ have been pleased to grant on my account, is the most
 “ agreeable present you could have offered me, and is
 “ strongly characteristic of the bravery and gallantry of
 “ the Spanish nation. This instance increases, if possible,
 “ my opinion of your Excellency’s humanity, which has
 “ appeared on so many occasions in the course of the late
 “ war.

“ Admiral Rowley is to dispatch a vessel to Louisiana
 “ for the prisoners; I am convinced they will ever think
 “ of your Excellency’s clemency with gratitude; and I
 “ have sent a copy of your letter to the king my father,
 “ who will be fully sensible of your excellency’s attention
 “ to me.

“ I request my compliments to Mrs. Galvez, and that
 “ you will be assured, that actions so noble as those of
 “ your Excellency’s will ever be remembered by,

(Signed)

“ WILLIAM HENRY.”

Admiral Rowley accordingly dispatched a sloop of war to Louisiana, and the prisoners were brought up to Jamaica.

On the 26th of April, Lord Hood sailed from Port Royal with the squadron for England.*

On the 29th his Royal Highness Prince William Henry went from the Barfleur on board the *Fortunée* frigate; she immediately parted company and proceeded to the Havannah. On the 10th of May the squadron arrived off the

* Appendix, Chap. II. No. 241.

A.D. 1783 Moro castle: on the 12th, as it passed in the order of battle in sight of the Spanish fleet, Admiral Don Solano saluted with 19 guns, which was returned by Lord Hood with an equal number. On the same morning the *Fortunée* and *Albemarle* frigates which had been attending his Royal Highness, came out of the harbour; and soon after were followed by the Prince in Don Solano's barge, attended by the Spanish admiral, and all the captains of his squadron in their respective barges. His Royal Highness was received at this place with every mark of respect due to his high rank, he reviewed above 5000 Spanish troops, visited the dock yard, Moro castle, and every other fortification. Upon his going from or returning to the shore, he received a royal salute from the forts and ships of war in the harbour. His Royal Highness was lodged in the house of Don Solano during his residence on shore.

At noon, the squadron bore up and proceeded on its passage to England.

EAST INDIES.

On the 10th of January the *Coventry* frigate of 28 guns, Captain Wolseley, being on a cruise in the bay of Bengal, was captured by the French fleet off Gingam.

A treaty of peace having been concluded and proclaimed at Bombay with the Mahrattas, the Company's armed snow, the *Ranger* of 12 guns, commanded by Lieutenant Pruett, on the 5th of April, sailed from Bombay, having on board the Colonels Macleod and Humberston, Major Shaw, and other officers, to join the army. On the morning of the 8th, they found themselves near the Mahratta fleet belonging to Geriah, consisting of two ships, a ketch, and eight gallivats, which without hailing, or the least ceremony attacked the *Ranger* with great fury. Lieutenant Pruett made a most desperate defence, fighting his vessel with undaunted bravery for four hours and a half, when almost all on board were killed or wounded. The last hour the two ships and ketch were lashed along side of the *Ranger*, in which situation the engagement was continued with musquetry only; and the brave defence of the officers and crew prevented the enemy from entering the vessel, till from the number of killed and wounded, and most of the musquets being rendered unserviceable, the fire of the *Ranger* was so much reduced, that any further resistance

sistance would have been fruitless, and the commander was under the necessity of striking. The instant the colours were down, the enemy rushed on board, and cruelly cut and wounded several of the officers and men, while others jumped over-board to avoid immediate death. The officers killed and wounded in this bloody conflict, were Major Shaw shot dead; Colonel Humberstone shot through the lungs, and died at Geriah on the 30th of April. Colonel Macleod two wounds in his left hand and shoulder; and a musket ball passed through his body, which pierced his lungs and spleen. Lieutenant Stuart of the 100th regiment was almost cut to pieces on boarding. Lieutenant John Taylor of the Bombay troops was shot through the body. Lieutenant Seton of the Bombay artillery, and Lieutenant Pruen, commander of the Ranger were desperately wounded with swords on boarding. The same night the Ranger was carried into Geriah, where the Subidar and officers disowned all knowledge of the peace, and refused to release the vessel and officers without orders from Poonah. On the 27th of May she was suffered to depart from Geriah, and on the 29th arrived at Bombay in a very shattered condition, with Colonel Macleod and the other surviving officers.

On the 20th of March, Sir Edward Hughes sailed from Bombay for the coast of Coromandel. On the night of the 10th of April the admiral learnt by some officers prisoners, who were taken in a grab ship of the enemy's, that the French fleet was in Trincomalé harbour, excepting two of their best sailing line of battle ships and two frigates, which were ordered to cruize off Madras, to block up that port and intercept all supplies bound to it. Upon receiving this intelligence, the admiral immediately steered for Madras, and anchored in the road on the 13th, without having seen any thing of the French cruizers; but being informed that they had been in sight of the place the day before, he directed Captain Andrew Mitchel in the Sultan, to proceed to sea, with the Burford, Africa, Eagle and Active, in quest of them. On the 14th, Captain Graves in the Sceptre, who had chased from the fleet, on the 11th, joined the admiral, and brought in with him La Naide French frigate of 30 guns and 160 men.

On the 16th, the Bristol of 50 guns, Captain Burney, arrived with a convoy from England; escorted by the ships
under

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A. D. 1783 under the orders of Captain Mitchell who had seen nothing of the enemy's cruizers.

On the 19th the Duke of Athol East-Indiaman which had arrived with the convoy, took fire, and in a short time blew up, by which unhappy accident, 10 officers and 127 of the best seamen in the fleet perished, who had been sent to her assistance.*

General Stuart, on whom the command of the army fell at the death of Sir Eyre Coote, resolved to attack Cuddalore, where the Marquis de Bussy was posted with the greatest part of the French army. The admiral, in order to facilitate the operations of the general, directed the Pondicherry, Minerva, and Harriot store ships, to take on board military stores, and provisions for the service of the army, which was about to march; leaving to cover and protect them five ships of war.†

On the 2d of May, Sir Edward Hughes put to sea in quest of the enemy, who he learnt, when off Cuddalore, were still at Trincomalé fitting with all possible expedition to come to its relief. The admiral from this time continued to work to windward along shore, till the 25th, when he arrived off Trincomale, and reconnoitred the position of the enemy's squadron, which he did not think by any means eligible to attack at anchor, under cover of their gun and mortar batteries; the admiral therefore stood to the southward, to cut off any reinforcements or supplies that might be sent; and left frigates to watch their motions, lest they should slip out in the night, and suddenly fall on the men of war and store ships off Cuddalore.

* Officers names who perished.

Lieutenants, Charles Egan of the Superb.
Neal Morrison of the Eagle.
Thomas Wilson of the Sceptre.
James Thompson of the Juno.
—— Pringle of the Active.
Alex. Allen of the Seahorse.
And five warrant officers.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
† Ifis -	50	Captain Haliday.
Active -	32	Thomas Trowbridge.
San Carlos -	44	William White.
Naide -	30	Sir Rd. John Strachan.
Chaser -	14	Edward Buller.
Pondicherry, Minerva, and Harriot armed transports.		

On

On the 1st of June, two English seamen who had escaped in a boat from the French squadron, informed the admiral that the *Fendant* of 74 guns, two frigates and two store ships had slipped out of Trincomalé bay. The admiral being apprehensive lest these ships should be carrying succours to Cuddalore, bore away the next day for the coast. On the 3d he got sight of the enemy's ships, but they escaped under cover of the night.

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Sir Edward Hughes continued to cruize to the southward of Cuddalore till the 9th of June, when several of the ships began to be in great want of water, many having sailed from Madras incomplete; he therefore anchored with the squadron in Porto Nova in order to get a supply, but finding the enemy was in possession of both banks of the river, he was under the necessity of going to Tranquebar, where no water could be obtained, the wells being all dried up.

This was not the only mortifying circumstance the admiral had to contend with. The fleet which had sailed from Madras in a perfect healthy state, began to discover symptoms of a dreadful scurvy, which had already made so rapid a progress, that the number on board the line of battle ships amounted to no less than 1125 men, of whom 605 were in the last stage of the disorder; these the admiral sent on board the *Bristol* and *San Carlos* to be conveyed to the hospital at Madras. Notwithstanding this precaution, in less than a fortnight, the healthiest ships had from 70 to 90 men each, and others double that number, incapable of duty. The state to which the crews of the ships were reduced did not deter Sir Edward Hughes from persevering in his resolution to protect and cover the army before Cuddalore, and also to fight M. de Suffrien should he appear to its relief.

On the 13th of June the enemy's squadron were discovered to the southward, the wind then from that quarter, consisting of 15 sail of the line, three frigates, and a fire ship.* Sir Edward Hughes immediately got under weigh, and used his utmost efforts to gain the wind, while the enemy were more successful in their exertions to preserve it. From this time to the 20th, the fleets were employed manœuvring in sight of each other. On this day the enemy, who still kept the

* Appendix, Chap. II. No. 242.

A.D. 1783 advantage of the wind, shewed a disposition to engage. The admiral immediately formed the line of battle a-head, and brought to to receive them. At four minutes past four o'clock in the afternoon the van ship of the enemy's line having fired a single gun to try her distance, and although scarcely within point blank shot, their whole fleet began instantly to fire, which they continued for about twenty minutes, before a single shot was returned by the British line. A heavy cannonade ensued on both sides, and continued without intermission till seven o'clock, the enemy still preserving their distance; at that hour they hauled their wind and made sail. The next morning the French Squadron was out of sight. On the 22d Sir Edward Hughes discovered them at anchor in Pondicherry Road, where he braved them during the day, and anchored in the evening within their sight. The number of sick being now considerably increased by the wounded; and the extreme want of water, made it absolutely necessary for the admiral to proceed to Madras to land the one, and to procure a supply of the other.

In this action the loss amounted to 99 killed, and 431 wounded; a few brave officers were included in both lists.*

This was the fifth and last battle between Sir Edward Hughes and M. de Suffrien; all of which were fought with determined bravery on both sides. Thus ended the naval war in India. No two fleets were more equally opposed to each other; nor more skill and intrepid courage displayed.

The French fleet returned to Cuddalore; and on the 25th of June Sir Edward Hughes anchored in Madras Road, where he received intelligence (though not official) of sufficient authority, to induce him to dispatch the *Medea* frigate, as a flag of truce, to M. de Suffrien, and the Marquis de Bussy, to acquaint them that the preliminaries of a general peace had been signed and ratified. On the 4th of July the *Medea* returned with answers from M. de Suffrien and the Marquis de Bussy, by which they concurred in a cessation of hostilities by sea and land; and an immediate release of prisoners on both sides.

On the 5th of November the *Superbe* was forced from

* Appendix, Chap. II. No. 242.

her anchors in Tellicherry Road, in a gale of wind, and drifting on shore, struck upon a rock, and sunk.* A.D. 1783

On the 22d of August the Duke of Kingston East-India-ship, was burnt by accident when within a few days sail of Madras. Captain Nutt and crew were saved by the ships in company.

Supplies voted by parliament for the sea service 1784. 1784

	<i>l.</i>	<i>s.</i>	<i>d.</i>
For the maintaining 26,000 seamen including 4,495 marines and sea ordnance	1,352,000	0	0
For the ordinary of the navy, including half-pay to sea and marine officers	701,869	0	6
Towards buildings, rebuilding and repairs of his Majesty's ships	1,100,000	0	0
Total for the navy	3,153,869	0	6
Total supplies granted for the year	£.14,773,715	0	0

A List of the Flag Officers employed.

<i>Officers.</i>	<i>Rank.</i>	<i>Ship.</i>
	Portsmouth.	
John Montague, Esq.	Admiral of the Blue	Queen.
	Plymouth.	
Mark Milbank, Esq.	Vice Adm. of the Blue	Blenheim.
	River Medway.	
George Bowyer, Esq.	Commodore	Irresistable.
	Mediterranean.	
Sir J. Lindsay, K. B.	Commodore.	Trusty.
	North America.	
Sir Charles Douglas, Bart.	Commodore	Assistance.
	Newfoundland.	
John Campbell, Esq.	Vice Adm. of the White	Salisbury.
	Leward Islands.	
Sir Richard Hughes, Bt.	Rear Ad. of the Blue	Adamant.

* Appendix, Chap. I No. 9. loss sustained by each power during the war.

A.D. 1784 James Gambier, Esq. Vice Adm. of the Jamaica. Europa.
Africa.

Edward Thompson, Esq. Commodore Grampus.
East Indies, and on their passage home.

Sir Ed. Hughes, K. B. Vice Adm. of the Blue Sultan.

Richard King, Esq. Commodore Hero.

Sir Richard Bickerton, Bart. Commodore Gibraltar.

On the 10th of February Sir Edmund Affleck was promoted to the rank of rear-admiral of the blue.

On the 22d of April the East-India Company's ship Major, Captain Arthur, was burnt by accident at her moorings at Culpee, about 40 miles below Calcutta. The fire broke out in the fore hold, whilst fumigating the ship previous to receiving her cargo. A large quantity of saltpetre had just been taken on board as ballast. This terrible combustible was instantly in a blaze, and burnt so furiously, that all attempts to extinguish the flames were ineffectual; and in less than half an hour the fire reached the magazine, and the ship blew up. By this dreadful accident Mr. Gray, the fourth mate, and nine men perished.

On the 17th of June his Majesty's squadron in the Mediterranean, under the command of Commodore Sir John Lindsay, K. B.* anchored in the Bay of Naples. On hearing of its arrival, the King of Naples gave orders for its being immediately admitted to pratique, notwithstanding the quarantine lately laid on all ships, from whatever quarter they came.

The king and queen of Naples having previously signified to the Commodore their intention of honoring the squadron with a visit, their Majesties set out in the morning of the 24th from the Galley Mole, attended by General Acton, and several other officers of the court, and by the captains of the squadron in their respective barges. As soon as their Majesties were at a little distance from the shore, all

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
* Trusty,	50	{ Sir J. Lindsay, Commodore.
		{ Capt. Waghorne.
Thetis,	38	— J. Blankett.
Andromache,	32	— J. O'Hara.
Sphinx,	20	— J. Markham.
Rattlesnake,	14	— Malcolm

the

the ships manned their yards excepting the Sphynx and Rattlesnake, which being dressed with colours, displayed them at the same instant the others manned; and after their Majesties went on board the Trusty, and all the rest of the squadron fired a royal salute. From thence the king went into the commodore's barge, and visited all the other ships of the squadron, returning again to the Trusty. On leaving the squadron, their Majesties were saluted by all the ships with 21 guns each; and the commodore with the captains, had the honour of dining with their Majesties on shore, and the following day on board the King's yacht, which, with two of the King's gallies, was dressed with colours after the English manner, the British flag being at the yacht's fore-top-mast head.

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At dinner on board the yacht, their Sicilian Majesties drank to the health of the King and Queen of Great Britain, when a royal salute was immediately fired from the yacht and the two gallies. Their Majesties, during the dinner, were pleased repeatedly to express their satisfaction at seeing an English squadron in the bay of Naples; and appeared desirous, by every means in their power, to manifest their friendship for his Britannic Majesty.

On the 1st of July his Sicilian Majesty again honoured the squadron with his presence, to see it perform some evolutions in the bay. The ships being in all respects prepared and ready, at eleven o'clock slipped their cables, and made sail with a fine sea breeze, continuing to perform with great activity and skill such manœuvres as the small number of ships would admit, till half past two o'clock, when his Majesty sat down to dinner on board the Trusty; the Commodore took this opportunity to drink her Majesty's health, upon which the whole squadron fired a royal salute.

About four o'clock the evolutions re-commenced, and were continued until half past six, when the ships resumed their former anchorage in the bay. His Sicilian Majesty expressed great satisfaction at the manœuvres which had been performed; he was saluted by all the ships with 21 guns each at his coming on board, and going on shore; and attended on both occasions by the captains in their respective barges.

On the 10th of July six gold, and 250 silver medals, were struck at the expence of the Royal Society, to perpetuate

A.D. 1784 tuate the memory of Captain James Cook. On one side is Captain Cook, with this inscription—" *Jac. Cook Oceani investigator acerrimus* : under the head in small characters— *Reg. Soc. Lond. Socio suo*. On the reverse appears an erect figure of Britannia standing on a plain; the left arm rests upon an hieroglyphic pillar, her spear in her hand, and her shield placed at the foot of the pillar; her right arm is projected over a globe, and contains a symbol expressive of the celebrated circumnavigator's enterprizing genius. The inscription, *Nil intentatum nostri liquere*; and under the figure, *Auspiiciis Georgii III.*

The gold medals were thus disposed of:

One to his Britannic Majesty.

One to the King of France, for his great courtesy in giving a specific charge to his naval commanders to forbear shewing hostility to the Resolution and Discovery; and to shew Captain Cook every succour in their power, in case they fell in with him.

One to the Empress of Russia, for her great hospitality to Captain Cook when he touched at Kamschatka.

One to Mrs. Cook, the Captain's relict.

One to be deposited in the British Museum.

And one to remain in the College of the Royal Society.

In the month of July the Spaniards, in conjunction with the Neapolitans, Maltese, and Portuguese, were determined to make a bold effort for the destruction of Algiers; for this purpose a powerful fleet was equipped, consisting of four Spanish ships of the line, two Maltese, two Portuguese, and one Sicilian, besides frigates, bomb vessels, galleys, gun and mortar boats; the whole amounted to 130 sail, together with a considerable body of land forces. The command in chief of this armament was conferred on Don Antonio Barcelo, the officer who had commanded a similar expedition last year.

The fleet had no sooner arrived in the Bay, and each ship taken her station, when a most desperate and tremendous cannonade commenced. The town was frequently set on fire, but without sustaining any material injury. The bold and furious attacks of the Algerines prevented the battering vessels from approaching near enough to the shore to have a proper effect: the repeated and resolute sallies which they made on the Spanish troops, were attended with great success, and created a dreadful carnage.

Don Barcelo finding that he could not make any impression

tion on the place; and having suffered a considerable loss in killed and wounded, with many of his fleet much disabled; towards the end of the month re-embarked the troops and prepared to sail. Just as they were about to depart, a violent gale of wind came on, which caused the greatest confusion among their ships; many were forced to sea, and in danger of sinking; while others with difficulty escaped being wrecked.

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Mr. Henry Vernon, nephew to the brave and once celebrated admiral of that name, served as a volunteer on this expedition, and distinguished himself with marked enterprise, conduct, and gallantry. In one of the most severe conflicts with this fierce enemy, by his courage and resolution, he is said to have saved the life of the Spanish admiral, when the boat in which they both were was struck by a cannon shot. In the seventh attack he was wounded; yet in so conspicuous a light was his valour and merit considered, that Don Barcelo had intended to have given him the command of one of the two leading ships, which were appointed to attempt to force their way into the port in the last attack, had they not been obliged to relinquish the expedition.

On the 30th of July the island of Jamaica suffered considerable damages from the violence of an hurricane, in which the Antelope sloop of war, and Duke of Rutland armed ship, with several merchant vessels, were lost. The Flora frigate was dismasted. A great number of people perished both on shore and at sea; the barracks at Fort Augusta and Spanish Town were blown down, by which four or five soldiers were killed, and 30 or 40 dangerously wounded. Some of the plantations on the windward side of the island exhibited an entire scene of desolation.

On the 4th of December, the court-martial which was assembled in Portsmouth harbour to try Captain Alexander Christie, for the loss of his Majesty's late ship the Hannibal, of 50 guns, taken by a squadron of French ships of war, under the command of M. de Suffrien: having heard the evidence, and Captain Christie's defence, pronounced the following sentence, viz.

“ The Court having maturely considered the evidence,
“ are of opinion that Captain Christie conducted himself as
“ an experienced good officer; and that he and his officers,

A.D. " and ship's company, have strictly done their duty, there-
 1784 " fore acquit them of any fault on that service.

" Signed, JOHN MONTAGU, President."

On the 7th of December, a violent storm from the S. S. E. which increased to a perfect hurricane, attended with a heavy fall of hail and snow, did considerable mischief on the coast. Upwards of 100 vessels of different descriptions were forced on shore, or foundered at sea; the crews of many perished; and a great number of the vessels were entirely lost.

1785 Supplies granted by parliament for the sea service.

	<i>l.</i>	<i>s.</i>	<i>d.</i>
For the maintaining of 18,000 seamen, including 3620 marines,	936,000	0	0
For the ordinary, including half pay to sea and marine officers,	675,307	17	2
Towards the buildings, rebuilding, and repairs of his Majesty's ships,	940,000	0	0
Total supplies for the navy,	£ 2,551,307	17	2
Total supplies granted for the year,	£ 9,736,868	0	0

Flag Officers employed.

Portsmouth.

<i>Officers,</i>	<i>Rank.</i>	<i>Ship.</i>	<i>Guns.</i>
J. Montagu, Esq.	Admiral of the Blue,	Queen,	98

Plymouth.

Mark Milbank, Esq.	Vice-Ad. of the Blue,	Sampson,	64
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Mediterranean.

Philip Cosby, Esq.	Commodore,	Trusty,	50
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North America.

Herbert Sawyer, Esq.	Commodore,	Assistance,	50
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Leeward Islands.

Sir R. Hughes, Bart.	Rear-Ad. of the Blue,	Adamant,	50
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Jamaica.

Alex. Innis, Esq.	Rear-Ad. of the White,	Europa,	50
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East.

East-Indies.

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Africa.

Edward Thompson, Esq. Commodore, Grampus, 50
Newfoundland.

J. Campbell, Esq. Vice-Ad. of the White, Salisbury, 50

On the 13th of April his Majesty appointed a board of land and sea officers to investigate and report on the proper system of defence, and on the expediency and efficacy of plans which had been proposed for the better securing of the dock-yards at Portsmouth and Plymouth. The following were the officers who composed the board.

MEMBERS.

AT PORTSMOUTH.

Gen. Duke of Richmond, President,

Vice-Ad. Barrington.	Rear-Ad. Lord Hood.
Lt.Gen. Sir Guy Carleton.	Major-Gen. Bramham.
Lt.Gen. Sir W. Howe.	Major-Gen. Green.
Lt.Gen. Lord Geo. Lenox.	Major-Gen. Roy.
Lt.Gen. Burgoyne.	Major-General Garth.
Lt.Gen. Earl Piercy.	Capt. Hotham.
Lt.Gen. Earl Cornwallis.	Capt. Sir John Jervis.
Lt.Gen. Sir David Lindsay.	Capt. Bowyer.
Lt.Gen. Sir Charles Grey.	Capt. Sir A. Hammond.
Major Gen. Pattison.	Capt. James Luttrell.
Major Gen. Cleveland.	

AT PLYMOUTH.

Gen. Duke of Richmond, President.

Vice Ad. Barrington.	Rear Ad. Graves.
Lt.Gen. Sir Guy Carleton.	Major General Bramham.
Lt.General Sir W. Howe.	Major Gen. Green.
Lt.Gen. Earl Cornwallis.	Major Gen. Roy.
Lt.Gen. Sir David Lindsay.	Major General Garth.
Vice-Ad. Milbank.	Capt. Hotham.
Lt.Gen. Sir Charles Grey.	Capt. Macbride.
Major Gen. Pattison.	Capt. Sir A. Hammond.
Major Gen. Cleveland.	

On the 24th of June the board made a report of such repairs, and what other new works would be necessary for the

A.D. 1785 the security and defence of the dock-yards ; also recommended signal houses to be established on the projecting head lands, which would be of essential advantage in conveying early intelligence of the approach of an enemy, and for the protection of commerce.

Copy of an estimate of the expence of fortifying his Majesty's dock-yards of Portsmouth and Plymouth, by the Committee of Engineers at the Tower ; annexed to the Report made to his Majesty by the Board of Land and Sea Officers, appointed under his Majesty's royal authority, to investigate and report to his Majesty on the proper system of defence, and on the expediency and efficacy of the proposed plans, for better securing his Majesty's dock-yards at Portsmouth and Plymouth.

GENERAL ABSTRACT.

On Portsea Island.

	<i>l.</i>	<i>s.</i>	<i>d.</i>
For repairing and improving the old works, - - -	87,379	15	6 $\frac{3}{4}$
For the new works proposed, - - -	101,321	10	0
For the purchase of lands, - - -	2,600	0	0
Total,	<u>£ 191,301</u>	<u>5</u>	<u>6$\frac{3}{4}$</u>

On the Gosport side.

For repairing and improving the old works, - - -	41,760	14	3 $\frac{1}{2}$
For the new works proposed, - - -	247,246	5	7 $\frac{1}{4}$
For the purchase of lands, - - -	21,747	16	7
Total,	<u>£ 310,757</u>	<u>16</u>	<u>5$\frac{3}{4}$</u>

Total expence to fortify the Dock-yard at Portsmouth.

For repairing and improving the old works, - - -	129,140	9	10 $\frac{1}{4}$
For the new works proposed, - - -	348,570	15	7
For the purchase of lands, - - -	24,347	16	7 $\frac{1}{4}$
Total,	<u>£ 502,059</u>	<u>2</u>	<u>0</u>

Total

Total expence to fortify the Dock-yard at Plymouth.

A. D.

	<i>l.</i>	<i>s.</i>	<i>d.</i>	1785
For repairing and improving the old works,	8,522	7	5	
For the new works proposed,	221,552	5	5	
For the purchase of lands,	27,945	7	6	
Total,	£ 258,020	0	4½	

General total of expence to fortify Dock-yards.

For repairing and improving the old works,	137,662	17	4
For the new works proposed,	570,123	1	0
For the purchase of lands,	52,293	4	1¼
Total,	£ 760,079	2	5¼

In the month of June His Royal Highness Prince William Henry having served the regular time in the navy as a midshipman, and undergone the usual examination before the comptroller of the navy, and two senior post captains, was appointed third lieutenant of the Hebe frigate of 40 guns, commanded by Captain Edward Thornborough; in the same month the Honourable John Levison Gower hoisted his broad pendant on board the frigate, and she proceeded on a cruize round Great Britain and the Orkney islands, on her return she touched at Belfast in Ireland, from thence down St. George's Channel and arrived at Spithead the latter end of August. His Royal Highness was presented with an address by the inhabitants of every place at which he stopped, and was treated with every mark of attention and respect due to his rank.

On the 22d of July M. de la Peyrouse in the Bouffole, accompanied by the Astrolabe, sailed from Brest on a voyage of discoveries round the world. The Admiralty and Royal Society furnished him with all the observations, original charts, and papers that could be of use to him; the Admiralty also made him a present of the time-keeper, and azimuth compass which Captain Cook had made use of.

In August the Mercury frigate, commanded by Captain Henry Edwin Stanhope, was sent to Boston in North America, by Commodore Sawyer, to convoy some small vessels which were to take on board live stock, hay, &c. for
Shelbourne

A. D. Shelbourne and some other of the new settlements. Upon
 1785 Captain Stanhope's arrival, he waited on the governor, as a matter of ceremony, but on his return to his boat he was insulted by a mob, which had collected for the purpose, and himself and people extremely ill treated; this with various other insults which he experienced at Boston, induced Captain Stanhope to write a complaint, and remonstrate with the governor on the impropriety of these proceedings. The following are the letters which passed on this occasion.

Mercury, Boston Harbour, August 1, 1785.

" Sir,

" I am sorry to be obliged to represent to your excellency, the continued insults and disgraceful indignities offered by hundreds in this town to me and my officers, which hitherto we have taken no notice of, nor of the illiberal and indecent language, with which the newspapers have been filled; nor should I have troubled you now, had I not been pursued, and my life as well as that of one of my officers, been endangered by the violent rage of a mob yesterday evening, without provocation of any sort.

" I trust it is needless to recommend to your excellency, to adopt such measures as may discover the ring-leaders, and bring them to public justice, as well as protect us from further insult."

" I have the honour to be

" Your Excellency's most obedient

" humble servant

" E. H. STANHOPE."

" To His Excellency
 " Governor BOWDOIN."

Commonwealth of Massachusetts, Boston, Aug. 1, 1785.

" Sir,

" Your letter of this date is now before me. It is a great misfortune that the subjects or citizens of different countries, which have been at enmity, cannot easily recover that degree of good humour which should induce them to treat each other with proper decorum, when the governments to which they respectively belong have entered
 " into

“ into a treaty of amity, and sheathed the sword. But you A.D.
 “ must have observed, that disturbances arising from this 1785
 “ source, too frequently happen, especially in popular sea-
 “ port towns.

“ If you have been insulted, and your life has been en-
 “ dangered, in manner as you have represented to me, I
 “ must inform you, that our laws afford you ample satis-
 “ faction. Foreigners are entitled to the protection of the
 “ law as well as amenable to it, equally with any citizen
 “ of the United States, while they continue within the
 “ jurisdiction of this commonwealth.

“ Any learned practitioner in the law, if applied to,
 “ will direct you to the mode of legal process in the ob-
 “ taining a redress of injury, if you have been injured; and
 “ the judiciary court will cause due enquiry to be made,
 “ touching riotous and unlawful assemblies and their mis-
 “ demeanors, and inflict legal punishment on such as by
 “ verdict of a jury may be found guilty.”

“ I have the honour to be, &c.

“ To Captain STANHOPE.”

Mercury, Boston Harbour, Aug. 1785.

“ Sir,

“ When I had the honour of applying to your Excellency
 “ to discountenance the disgraceful attacks made upon me
 “ and the officers of his Britannic Majesty's ship Mercury,
 “ under my command, and to afford us your protection, it
 “ was upon your positive assurance to that effect, in their
 “ presence, I rested my hope. How much your conduct
 “ contradicts both that and my expectations is too obvious
 “ either to satisfy me, or even to do credit to yourself;
 “ for your Excellency must excuse me, when I remark
 “ that I never received a letter so insulting to my senses, as
 “ your answer to my requisition of yesterday. I am how-
 “ ever happy in finding a much better disposition in the first
 “ class of inhabitants, whose assistance I am glad to acknow-
 “ ledge is the more acceptable, after your apparent evasion
 “ from the substance of my letter; and however well in-
 “ formed your Excellency may believe yourself upon the
 “ laws and customs of nations, in similar cases, allow me
 “ to assure you, there is not one, no not even the Ally of
 “ the states, that would not most severely reprobate, either
 “ the want of energy in government, or the disinclination
 “ of

A.D. 1785 “ of the governor, to correct such notorious insults to
 “ public characters, in which light only we can desire to
 “ be received.”

“ I have the honour to be, &c.”

“ To his Excellency, Governor BOWDOIN.”

“ Captain STANHOPE.

“ Your letter's being dated the 2d instant, was delivered
 “ to me by your lieutenant Mr. Nash, at four o'clock this
 “ morning.

“ I hereby let you know, that as the letter is conceived
 “ in terms of insolence and abuse, altogether unprovoked,
 “ I shall take such measures concerning it, as the dignity
 “ of my station, and a just regard to the honour of this
 “ common-wealth, connected with the honour of the
 “ United States in general shall require.

“ Boston, Aug. 3, 1785, six o'clock, P. M.”

*Mercury, Nantasket Road, Aug. 4, 1785,
 half past 12, A. M.*

“ Sir,

“ I am to acknowledge the honour of your Excellency's
 “ letter, this moment received, and have to assure you, I
 “ shall most cheerfully submit to the worst consequences
 “ that can arrive from our correspondence, which I do
 “ not conceive, on my part to have been couched in
 “ terms of either insolence or abuse, which is more than
 “ I could venture to say of yours; and however exalted
 “ your Excellency's station is, I know not of any more
 “ respectable than that I have the honour to fill.

“ I have the honour to be, &c.”

“ To his Excellency, Governor BOWDOIN.”

On the 8th of August, a melancholy affair happened on board of the Sampson of 64 guns, in the Hamoze. The officers of the wardroom had invited some friends on board to spend the day; having drank pretty freely, after supper a dispute arose between Captain Douglas of the marines, and Mr. Walton the master, in the course of which each became extremely violent, when Mr. Walton being much irritated, struck Captain Douglas a severe blow, upon which he

he flew to his cabin, seized a bayonet, and in spite of the exertions of those in the ward-room rushed out and stabbed Mr. Walton, who almost instantly expired; Captain Douglas was immediately secured and delivered over to the civil power. The coroner's inquest brought in their verdict wilful murder; he was conveyed to Launceston, where he took his trial at the assizes. Some circumstances on the evidence given, appearing in his favour, the crime was brought in manslaughter.

On the 31st of August, and 1st of September, the whole of the West India islands, excepting Grenada, experienced the dreadful effects of a violent hurricane, attended by frequent shocks of an earthquake, by which many plantations were destroyed; a great number of vessels lost in the different ports and at sea; and several souls perished.

On the 6th of October, the Rambler cutter of 14 guns, commanded by Lieutenant Lowry, when working into Leigh roads in a fresh gale, a violent and sudden squall came on and the main sheet being kept fast, she unfortunately upset. Lieutenant Lowry and 16 of his crew perished; his son a boy about 13 years of age, and 32 men, were picked up by a Yarmouth fishing boat.

A handsome Yacht was built and sent as a present from his Majesty to the Prince Royal of Denmark; she was given in charge to the Honourable Captain Seymour Finch, who, upon his arrival at Copenhagen and delivering up of the yacht, received as a present from the Prince Royal, a gold snuff-box, enriched with brilliants, ornamented with a portrait of his Royal Highness, and filled with 1000 ducats.

In this year, some English merchants having obtained licences from the South Sea and East India Companies, entered into commercial partnership, under the title of the King George's Sound Company; the object of which was to open and carry on a free trade from the N. W. coast of North America to China; for this purpose, two ships were fitted out and called the King George and Queen Charlotte, the command of them was given to Mr. H. Portlock and George Dixon; two gentlemen of distinguished merit, who had been companions with Captain Cook on his voyages of discoveries. The ships took their departure from England in the month of August 1785, and returned in the Autumn 1788. Although the company may have gained some considerable profit by this voyage,
it

A.D. it did not appear to be of sufficient temptation to encourage
1785 them to risk another.

1786 Supplies granted by parliament for sea service.

	<i>l.</i>	<i>s.</i>	<i>d.</i>
For 18,000 men, including 3,620 marines,	936,000	0	0
For ordinary of navy, including half-pay to sea and marine officers,	692,326	18	8
For buildings, rebuildings, repairs, &c.	800,000	0	0
For a new building at the admiralty,	6,000	0	0
Total of navy, - -	£ 2,436,326	18	8
Total supplies granted for the year,	£ 13,420,962	12	10

Flag Officers Employed.

<i>Officers.</i>	<i>Rank.</i>	<i>Ships.</i>	<i>Guns.</i>
	Portsmouth.		
J. Montagu, Esq.	Admiral of the Blue,	Queen,	98
	Plymouth.		
M. Milbank, Esq.	Vice-Ad. of the Blue,	Sampson,	64
	Mediterranean.		
Philip Cosby, Esq.	Commodore,	Trusty,	50
	North America.		
Herbert Sawyer, Esq.	Commodore,	Assistance,	50
	Newfoundland.		
John Elliot, Esq.	Commodore,	Portland,	50
	Leeward Islands.		
Sir R. Hughes, Bt.	Rear-Ad. of the Blue,	Adamant,	50
	Jamaica.		
Alan Gardner, Esq.	Commodore,	Europa,	50
		On	

On the 6th of January the *Halsewell* East-Indiaman A.D. 1785 was driven on shore and wrecked, on the island of Purbeck, between Peverel Point and St. Alban's Head. Captain Pierce, her commander, with two of his daughters, two nieces, and several other ladies and gentlemen passengers were among the unfortunate sufferers. The loss of this ship was attended with peculiar scenes of affliction and distress. When she struck, the whole number on board amounted to above 240, out of whom only were saved Mr. Henry Meriton, first, and Mr. John Rogers, third officers, with 72 inferior officers and men.

In the month of February, his Royal Highness Prince William Henry was appointed first lieutenant of the *Pegasus* frigate in *Hamoze*; on the 10th of April his Royal Highness received his commission as captain of the above frigate; and on the 5th of June sailed in company with the *Rose*, commanded by Captain Henry Hervey, for Newfoundland.

In the month of March, a long debate arose in the House of Commons, when the navy estimates were proposed, on the propriety of voting money to repair the old 64 gun ships, and also suffering the ships of war to remain in ordinary with the copper on their bottoms. The first question was argued by Captain Macbride, who gave sound and justifiable reasons why it would be much better to allow the old 64 gun ships to be either broken up or sold; and recommended in future none less than 74's to be built for the line of battle. On the 2d question, Captain Macbride also spoke, stating the mischievous effects that might ensue in suffering the ships to be laid up with their copper on; alledging that the copper would in time corrode the bolts; the consequence of which might be, that when these ships are ordered on service without being thoroughly examined, their bottoms might drop out, and sacrifice the lives of many brave fellows. As a proof of this assertion, he mentioned that Admiral Barrington and himself had examined a coppered ship under repair, and they found the bolts corroded and eat away. Captain Macbride was supported by Sir John Jarvis, and Captain Luttrell. Sir Charles Middleton, the Honourable Captain Levifon Gower, and the Honourable Captain George Berkeley, did not immediately deny the fact; but said it was at present a matter of experiment.

This

A.D. 1786 This experiment has not hitherto proved prejudicial to the plan of laying the ships up with their copper on; which continues to be still practised. The method now in use of copper fastening the ships, may perhaps in a great measure prevent the bad effects mentioned by Captain Macbride, of the bolts corroding; those which he might have seen, most probably were either iron bolts cased only with copper or composition.

On the 30th of June, a very interesting cause was determined in the Cock-pit, by an appeal to the Lords of the Council from the Court of Admiralty. The question related to the prize or capture, made by Commodore Johnstone, in Saldhana bay. It was, whether the prize was capture or booty; and then, consequently, whether the property then taken by the fleet and land forces under his command, came within the prize act. As the destination of the armament was against the Cape of Good Hope, and as a considerable land force, under the command of General Meadows, was a-board, and shared in the action; their lordships determined that the case in question did not come within the prize act. The consequence is, that the whole property is claimed by the crown, and the captors must relinquish their hopes of prize money, and depend on the royal bounty for whatever compensation his Majesty may think proper.

In the months of August and September, the West India islands experienced a most dreadful hurricane, which was severely felt at Hispaniola, St. Eustatia, Guadaloupe, and Barbadoes, particularly the last: its violence almost desolated the whole island. A great number of ships were lost, and many souls perished at sea and on shore.

On the 14th of July, a convention between the Kings of Great Britain and Spain was signed at London, stipulating the boundaries of each nation on the Musquito shore, islands adjacent, &c.

On the 26th of September, a treaty of navigation and commerce was signed at Versailles between England and France.

In this year the Montague East India ship, Captain Brettel, was burnt by accident in the river at Bengal, owing to the salt-petre taking fire. The chief mate and 29 men perished.

Supplies

Supplies granted by parliament for sea service.

A.D.
1787

	<i>l.</i>	<i>s.</i>	<i>d.</i>
For 18,000 men, including 3,860 marines, - - -	936,000	0	0
For the ordinary of the navy, including half-pay to sea and marine officers	700,000	0	0
For the building, rebuildings, &c.	650,000	0	0
Total for the navy - -	£ 2,286,000	0	0
Total supplies for the year -	£ 12,414,579	17	7½

Flag Officers employed.

<i>Officers.</i>	<i>Rank.</i>	<i>Ship.</i>
	Portsmouth.	
Lord Hood,	Vice Ad. of the Blue,	Barfleur, 98
	Plymouth.	
Tho. Graves, Esq.	Vice Ad. of the Blue,	Impregnable, 98
	Downs.	
Will. Hotham, Esq.	Rear Ad. of the Red,	
	Mediterranean.	
Philip Cosby, Esq.	Commodore,	Trusty, 50
	North America.	
Herb. Sawyer, Esq.	Rear Ad. of the White,	Assistance 50
	Newfoundland.	
John Elliot, Esq.	Rear Ad. of the Red,	Portland, 50
	Leeward Islands.	
William Parker, Esq.	Commodore,	Jupiter, 50
	Jamaica.	
Allen Gardner, Esq.	Commodore	Europa, 50

On the 2d of February, a marine school was instituted and opened by the Corporation of the Trinity House, at Hull, for the reception of boys, to be bred to the sea service.

The principal rules of which are as follows, viz.

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Boys

A.D. Boys are to be eleven years of age before they can be
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They are recommended by the Corporation of the Trinity House, composed of 18 members, each member patronizing two boys.

They are clothed annually; have an upper and under jacket, metal buttons, bearing the house's arms, two pair of raven duck trowsers, two check shirts, two pair of shoes, two hats, and two black velvet collars.

They are to remain in the school three years, to be taught writing, accompts and navigation; as to reading, it is expected they are capable of that before they come to be admitted.

The parents, and some respectable person to sign a bond, that the boy shall remain full three years in the school, and that he shall go to sea after the expiration of that term. The penalty for non-compliance, ten pounds. At present the school contains above 100 boys.

On the 5th of March, Sir Matthew White Ridley made a motion in the House of Commons, to address his Majesty in behalf of Captain David Brodie, who had been passed by in several of the late naval promotions; "alleging on the part of the house, their being satisfied that Captain Brodie was entitled to a restoration of rank, and praying his Majesty to distinguish him by some mark of his royal favour." The motion was supported by Sir John Miller, Sir John Jervis, Sir Edmund Affleck, Captain Macbride, Sir George Collier, Captain Bowyer, and Mr. Fox; and opposed by Mr. Pitt, Lord Mulgrave, Lord Hood, and Captain Leveson Gower. After a long debate, Sir M. W. Ridley withdrew his motion, not wishing to interfere with the executive government; and made another in more general terms: "That an humble address be presented to his Majesty, that his Majesty will be graciously pleased, to take the meritorious services, and sufferings of Captain David Brodie into his royal consideration; and that his Majesty will be pleased to confer some mark of his royal favour on the said Captain Brodie, as to his Majesty shall seem proper."

This was also strongly opposed by the minister, and the question being called for, the house divided; for the motion 83, against 100.

On

On the 13th of May, Commodore Philip,* in the *Sirius*, commanded by Captain John Hunter, with the *Supply* armed brig, *Lieutenant Ball*, and nine transports, having on board a great number of convicts of both sexes, sailed from Spithead to New South Wales, in order to establish a colony at Botany Bay. The *Hyæna* of 20 guns, the Honourable Captain Michael de Courcy, was ordered to accompany the fleet 100 leagues to the westward.

On the 17th of May, the coast of Coromandel, in the East Indies, particularly the northern part of it, was almost entirely desolated by the violence of a dreadful hurricane, which arose from the N. E. attended with storms of hail. The tempest raged with the greatest fury, the sea rose more than fourteen feet above the ordinary level, and inundated the country for many leagues. The district of Uppora was swallowed up by the sea, with all its unfortunate inhabitants. It was impossible to judge what number of people perished in consequence of this calamity; but it was computed in this district, and at Tranquebar, not less than 1300 or 1400 souls. Several other places on the coast were swept away by the extraordinary elevation of the sea, which was so sudden, that the wretched inhabitants had not time to save themselves by flight; nine tenths of whom it was believed were destroyed. On the 28th of May, the storm abated, and the waters began to retire gently, leaving the whole country a confused and horrible scene of ships, houses, trees (which had been torn up by the roots) and human bodies.

On the 24th of May, the *Hartwell* East India ship, Captain Fiot, was wrecked on a reef of rocks near the island of Bona Vista; the loss of this ship was in a great measure owing to the mutinous state of her crew.

On the 24th of September, his Majesty was pleased to order the following promotion of flag officers.

Viscount Howe,	} to be Adm. of the White.
John Montague, Esq.	
Hugh Pigot, Esq.	

* On the 17th of April Captain Arthur Philip was appointed governor of New South Wales.

A.D. 1787	Lord Shuldhham,	}	to be Ad. of the Blue.
	Sir Hugh Palliser, Bart.		
	Sir Peter Parker, Bart.		
	John Vaughan, Esq.		
	John Reynolds, Esq.		
	Matthew Barton, Esq.		
	Hon. Samuel Barrington,	}	to be Vice Ad. of the Red.
	Marriot Arbuthnot, Esq.		
	Robert Roddam, Esq.		
	George Darby, Esq.		
	John Campbell, Esq.		
	James Gambier, Esq.		
	William Lloyd, Esq.		
	Fra. Will. Drake, Esq.	}	to be Vice Ad. of the White.
	Sir Edw. Hughes, K. B.		
	Sir Joshua Rowley, Bart.		
	Sir Edward Vernon, Kt.		
	John Evans, Esq.		
	Mark Milbank, Esq.		
	Nicholas Vincent, Esq.		
	Richard Edwards, Esq.	}	to be Vice Ad. of the Blue.
	Lord Hood,		
	Sir J. Lockhart Ross, Bt.		
	Sir Chaloner Ogle, Bart.		
	Thomas Graves, Esq.		
	Robert Digby, Esq.		
	Benjamin Marlow, Esq.		
	Alexander Hood, Esq.	}	to be Rear Ad. of the Red.
	Sir Richard Hughes, Bart.		
	Sir Fra. Sam. Drake, Bart.		
	Sir Edmund Affleck, Bart.		

The following captains were appointed flag officers.

Sir John Lindsay, K. B.	}	to be Rear Ad. of the Red.
John Elliot, Esq.		
William Hotham, Esq.		
Joseph Peyton, Esq.	}	to be Rear Ad. of the White.
John Carter Allen, Esq.		
John Dalrymple, Esq.		
Sir Charles Middleton, Bt.		
Sir Richard King, Knt.		
Herbert Sawyer, Esq.		
Jonathan Faulkner, Esq.		

Philip

Philip Affleck, Esq.	} To be Rear Ad. of the Blue.
Sir John Jervis, K. B.	
Sir Richard Bickerton, Bt.	
Sir Charles Douglas, Bt.	
Hon. J. Levison Gower,	
Adam Duncan, Esq.	

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On the 23d, the settlement in the bay of Honduras was almost entirely demolished by a dreadful hurricane, attended with a deluge of rain; not less than 500 houses were either washed or blown down; numbers of the inhabitants in attempting to effect their escape into the mountains, were overtaken by the flood and drowned. All the vessels in the harbour and on the coast, were lost, and most of their crews perished.

November. An experiment was tried on board of the *Flora* frigate at Woolwich, by order of the board of admiralty, of a new invented machine for working of pumps.

On the 27th of December, the *Pegasus* frigate, commanded by his Royal Highness Prince William Henry, arrived in Plymouth Sound, after an absence of one year and a half; during which time his Royal Highness visited his Majesty's colonies at Newfoundland, North America, and the West-Indies. At Barbadoes, the House of Assembly passed a vote to present his Royal Highness with a gold sword valued 300 guineas. The council and assembly of Dominico presented his Royal Highness with a time-piece valued at 300 guineas.

In this year a company of merchants associated themselves for the establishment of a settlement at Sierra Leona, on the coast of Africa; great encouragement was given to all the blacks in the kingdom to go out as settlers. This scheme had been proposed and projected chiefly from the recommendation of Lieutenant Matthews,* of the navy, who had made a voyage to that place in the year 1785.

* Mr. Matthews was advanced to the rank of post captain, and served with great reputation under Admiral Lord Hood in the Mediterranean: he died about the year 1799, captain of the *Maidstone* frigate in the West-Indies.

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Supplies granted by parliament for the sea service.

	<i>l.</i>	<i>s.</i>	<i>d.</i>
For 18,000 men, including 3620 marines, - - -	936,000	0	0
For expences of the late armament, incurred by augmenting the naval forces	175,407	5	11
For the ordinary of the navy, including half-pay to sea and marine officers,	700,000	0	0
For buildings, repairs, &c. of ships,	600,000	0	0
Total for the navy, -	£ 2,411,407	5	11
Total supplies granted for the year,	£ 11,860,262	18	1

Flag Officers employed.

<i>Officers.</i>	<i>Rank.</i>	<i>Ships.</i>	<i>Guns.</i>
	Portsmouth,		
Lord Hood,	Vice Ad. of the Blue,	Barfleur,	98
	Plymouth,		
T. Graves, Esq.	Vice Ad. of the Blue,	Impregnable,	98
	Mediterranean,		
Philip Cosby, Esq.	Commodore,	Trusty,	50
	America,		
Sir R. Hughes,	Rear Ad. of the Red,	Adamant,	50
	Newfoundland,		
M. Milbank, Esq.	Rear Ad. of the Red,	Salisbury,	50
	Leeward Isles.		
William Parker, Esq.	Commodore,	Jupiter,	50
	Jamaica,		
Alan Gardner, Esq.	Commodore,	Europa,	50

On the 14th of January, Commodore Philip, in the Sirius, the Supply brig, Lieutenant Ball, and some transports with the convicts, having left the Cape of Good Hope, arrived this day at his place of destination on the coast of New South Wales. On the 28th, the Lieutenants Shortland

land and King landed. The natives, who had in small bodies witnessed their approach, appeared in great consternation on seeing these officers on their territories; and after setting up a yell, fled to the woods. They returned soon after more composed; and from the signs made by Commodore Philip, were prevailed on to receive some presents of beads, necklaces, and other trifles; but they were deposited on the ground, and the Captain withdrawn to a distance, before they would venture to take them. After this they appeared so friendly as to conduct, by signs, the officers to a rivulet, where they found some excellent water, though not in a very abundant supply. In the evening the Commodore, with his party, returned on board; and the next day the three transports which he had out-failed, came to an anchor, on which the Commodore went again on shore, principally to cut grass for the use of the cattle and sheep, the hay on board being nearly exhausted. On the dawn of the day following, the Sirius, Captain Hunter, with the remainder of the transports under convoy, appeared in sight, and three hours after brought to, and anchored in the bay.

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Captain Hunter immediately waited on the Commodore, and these gentlemen, with a small party of officers and men, went on shore again towards the south coast of Botany Bay. Here, as in most of the early interviews with the natives, Commodore Philip usually laid his musket on the ground, and advancing before it held out presents. A green bough held aloft, or their lances thrown down, were like signs of amity in them. It was a practice with the seamen, in these intercourses, to dress up the inhabitants with shreds of cloth, and tags of coloured paper; and when they surveyed each other, they would burst in loud laughter, and run hallooing to the woods. The marines one day forming before them, they appeared to like the sight, but fled at the sound of the drum, and never more would venture near it.

On the convicts being landed, Commodore Philip assumed his office of governor, and caused the commission given him by the King, to exercise such authority, to be read; and also the abridgment of the code of laws by which he was to govern. By this the settlers were informed that four courts would occasionally be held, as the nature of the offence required; namely,

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A Civil Court,
A Criminal Court,
A Military Court,
An Admiralty Court.

The settlers were then told, that nothing could draw these laws into exercise but their own demerits; and as it was then in their power to atone to their country for all the wrongs done at home; no other admonitions than those which their own consciences would dictate, it was hoped would be necessary to effect their happiness and prosperity in their new country.

But such is the inveteracy of vice, that neither lenient measures, nor severe whipping, operated to prevent theft; rigorous measures were therefore adopted; and after a formal trial in the criminal court, two men were hung in one day; and soon after two more suffered in like way.

The convicts were chiefly employed in cutting wood for fences, and to collect provender for the cattle and sheep, as the soil produced very indifferent pasture, although it was in the middle of the New Hollander's summer.

The natives killed three of the convicts who were employed gathering bushes for thatching; but did not eat them, as their bodies were restored and buried. After this hostility they became very shy, and did not for some time approach the colony.

While Governor Philip was employed in establishing the settlement at Sidney Cove: on the 10th of July, the *Bouffole* and *Astrolabe*, two French ships, which it has already been observed, sailed from France in the year 1785, under the command of M. de Peyrouse, on a voyage of discoveries to the South Seas, anchored in Botany Bay, from whence M. de Peyrouse sent an officer over to inform the governor of his arrival; they were in some distress for stores and provisions; but Mr. Philip was not in a situation to contribute much to their relief. They related the following melancholy account which befel them whilst lying at one of the navigator islands, a group discovered by M. Bougainville to the northward, where they had been on a very friendly footing, and had carried on a traffic with the natives for a long time with great success until the day they sailed. After they had got under weigh, M. L'Angle, captain of the *Astrolabe*, requested of M. Peyrouse to
allow

allow him to go ashore, and get one boat load more of water, which was all he wanted of being complete. The Commodore wished to dissuade him from the design, by telling him, that as they had got under weigh, and would not be long at sea, there was no occasion for having so much water; but M. L'Angle seeming very anxious to go, M. Peyrouse followed him. A.D. 1788

He accordingly went ashore with two armed boats, and in all about thirty-six men. Whilst they were filling their water, the natives seemed to be on the same footing with them that they had always been formerly. Mean time the ships, which had hove to off the island, had drifted to leeward of one of the points which formed the bay in which they were watering. M. L'Angle's people having filled their water, were proceeding down to the boat; when on a sudden they were surrounded by a great number of the natives, who rushed down and closed upon them, so that they had not power to use their fire arms. In the affray M. L'Angle, and 31 of his men were killed; the others swam off, and reached their ships, some dangerously wounded.

M. de Peyrouse remained at Botany Bay five weeks; and in that time frequent visits were made between the French and English officers who were at Sydney Cove.

Many of the convicts attempted to effect their escape to Europe on board the French ships; but M. Peyrouse and his officers were deaf to their intreaties, excepting those made by the women, two of whom were noticed to be missing soon after they failed.

On the 20th of February Lord Rawdon brought forward a motion in the House of Lords, in consequence of the late promotion of flag officers. A subject so interesting to the officers of the navy cannot be otherwise than acceptable, the debate is therefore given at length. In order to enable my readers to enter more accurately into the merits of the discussion, it may be necessary to state, that by an order of council, dated in the year 1718, and addressed to the lords commissioners of the board of admiralty, they are directed to proceed in the promotion of officers to the rank of admirals, according to the seniority of such officers upon the list of captains, regard only had to their being duly qualified for the rank to which they shall be promoted. By a subsequent order of 1747, the lords of the admiralty are authorized to superannuate such captains of long and meritorious service as shall

A. D. 1788 shall be disabled from serving as admirals, by age or infirmity, under the title of admirals upon the superannuated list, or as it is commonly called, the list of yellow admirals.

In the promotion made by the board of admiralty last September, in which sixteen captains were promoted to the flag, upwards of forty captains had been passed over, the greatest part of whom had the offer made them of being put upon the superannuated list; but, conceiving themselves entitled, from their past, and their capacity for future service, to the rank of acting admirals, they refused the retreat that was offered them, and had endeavoured, but without success, to obtain their re-establishment from the board of admiralty.

This partial promotion had occasioned a great and general disgust, and especially among the officers of the navy, who were alarmed to find, that the expectations of reward for the longest and most meritorious service, were to be dependent upon the caprice of the first lord of the admiralty; and it was therefore thought a proper subject for parliamentary animadversion.

Accordingly Lord Rawdon stated the circumstances of the late promotion as just related, and strongly insisted upon the acknowledged and indisputable merit of the officers who had been passed by. This neglect, he contended, was contrary to the established practice of the service, and was without a precedent. At the same time, he said, it was not his intention to impute improper motives to any one; and he had therefore framed his motion in such a manner, as he hoped would appear perfectly inoffensive and unobjectionable. He conceived the subject to be of the utmost importance to the naval service of this country; and had no doubt but their lordships would become the protectors of the many brave and deserving officers, who could not but consider themselves as injured in their just expectations, and degraded in the eyes of their countrymen. He should therefore move, "That an humble address be presented to his Majesty, praying that he would be graciously pleased to take into his royal consideration the services of such captains of his Majesty's navy as were passed over in the last promotion of admirals."

The motion being seconded, Lord Howe* immediately

* At this time first Lord of the Admiralty.

rose to justify his own conduct. After stating the several orders under which the board of admiralty acted, and the practice of the board at various periods, he said, that he supposed it would be admitted, that the board was not strictly bound to promote captains according to their seniority upon the list, but was entrusted with a discretionary power, for the use of which they were doubtless responsible. But at the same time, he was responsible for the good conduct and well-being of the service; and with the responsibility he must necessarily be entitled to exercise his own judgment and discretion in every branch of the executive duty of the admiralty board; and therefore it was incumbent on every man standing in a situation similar to his, to be careful in the promotion of officers, and more especially in the promotion of captains to flags. It was painful for him, undoubtedly, in the exercise of his discretion, to set aside officers; nor could he, in a public assembly, state the particular reasons which operated on his judgment in the late promotion of captains to the rank of admirals. It would be invidious in him to explain them unnecessarily, as it would be cruel in the house to desire him to make such declaration. He had acted to the best of his judgment, and with the strictest impartiality.

With regard to the nature of the reasons which might direct the judgment of a first lord of the admiralty to pass over any number of captains in a promotion to flags, the House would have the goodness to recollect that there might be several. Those who were likely to be entrusted with the care of our fleets, ought to be men not only of firm minds, but possessed of bodily strength, to enable them to endure the fatigues of the hard service they might have to sustain. Officers who had served ably and meritoriously all their lives, might not appear, to the judgment of a first lord of the admiralty, to be fit to be entrusted with the care of a fleet. The noble lord who brought the motion forward, knew that in the army the same observation applied: a serjeant of grenadiers, though an able and excellent soldier, might not be qualified to command a body of troops on a forlorn hope. These, and other considerations, had necessarily operated on his judgment in the late promotion. If the house thought proper to take upon themselves the promotion of military officers, he should feel himself eased of the greatest cause

A.D. 1788 cause of anxiety in his situation ; and of course escape from the painful responsibility of office.

Had the officers passed over succeeded to their rank, as had been suggested, and not been called into service, as would probably have happened, they must have gone through the superior degrees of promotion, that of vice-admiral and of admiral, before the officers, from whose service the country were to derive advantage ; and thus the officers who did not serve, would have stood in the way of those who did serve. He appealed to the house whether such a circumstance would have been fair or warranted.

He then stated to the house the nature of the establishment planned by the board of admiralty in 1747, for the maintenance and support of such officers as were passed by in a promotion of captains to flags. In order to make a suitable provision for them, and to enable them to spend the latter years of their existence in ease and retirement, that list of rear-admirals upon half pay, (or as they were commonly called, yellow admirals,) was established, and all upon it received 320l. a year. If the superannuation pay appeared too small, it ought undoubtedly to be increased. He concluded with remarking, that the late promotion, if it stood in need of the countenance of a precedent, was not without that support, and he instanced a promotion of the same kind made by the late Lord Hawke.

Lord Hawke rose to vindicate the conduct of his father, and denied that it was a precedent in point, because that promotion had taken place with the approbation and sanction of parliament. He reprobated that system of naval distinction which overlooked the veteran officers, in order to get at the man who had the chance of being the longest liver. It was a system, which every man who had at heart the honour of the service, must view with indignation. He would therefore give the motion his most cordial support.

The Earl of Sandwich, in a long and able speech, gave his reason for differing in opinion from the noble lord, who had brought forward the motion. He thought it extremely improper for that house to interfere with the executive government. They had much better leave it to itself ; and those noble lords who would advise the house to accede to the present proposition, he was persuaded, were not aware of the infinite mischiefs which might ensue. The parliament of Great Britain stood high in the
opinion

opinion of all Europe; it had acquired abundant credit from the propriety of its proceedings, from confining itself to its proper province, and from not assuming offices and functions which did not belong to it, but leaving them where the constitution had wisely placed them, in the hands of the several departments of the executive government. Let their lordships for a moment consider the embarrassments which must be felt; if promotions of admirals were to be made by the two houses of parliament. The idea was revolting and monstrous in the extreme; want of knowledge of the qualifications of the different candidates, would present itself in the first instance, and the influence used to obtain promotion would be at once most absurd and most ridiculous. Let parliament place a due confidence in the first Lord of the Admiralty, and suffer him to exercise the discretion that belonged to his situation, unmolested by their interference. The responsibility lay with that officer and the board; and there the discretion ought to rest likewise. Whenever a complaint was formerly made of breach of trust, or improper conduct, in any responsible member of administration, the house had a right to institute an inquiry, and, upon sufficient proof of the facts alledged, to address his Majesty to dismiss the minister so misconducting himself. That was the constitutional power of parliament, and one of the most important and salutary privileges; but it was widely distinct from that or the other house taking upon themselves to exercise the functions of the executive government.

For his own part, he would not enter into any discussion of the late promotion of captains to flags, because he did not think that house a proper place for such a discussion; but having himself had a share in forming the establishment, which, in vulgar words was termed the list of yellow admirals, but the true name of which was the superannuated list, he would state to the house the origin of the establishment. It had been found, at different periods, extremely inconvenient and detrimental to the service, that promotions to flags should be governed by seniority. In the year forty-seven, a promotion to flags was necessary, and those then at the board, well knew that there were on the list of captains several officers in a superior degree qualified to command fleets; but the difficulty was how to come at them, without loading the public with

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A.D. 1788 with an amazing and intolerable expence. In concert therefore, with the two noble lords, the late Duke of Bedford, and the late Lord Anson, he had taken his share in planning the superannuated list, and he had been the person in whose hands it had principally been brought to bear. The object of it was to provide an income for such captains as, in a promotion to flags, the board of admiralty did not appoint admirals, not meaning to call them out into further service. At the time of instituting the establishment, the object was to make eight admirals only, and in order to that, nineteen captains were passed over; and yet there was no complaint then, no motion before that house to address his Majesty on the subject, nor any idea of injustice or partiality entertained. The establishment of the superannuated list had been originally received with universal applause, and generally considered as a humane and benevolent institution. Those captains who were put upon it were not stigmatized, as a noble lord had contended, nor in any degree disgraced; but it was an honourable retreat from service. The noble lord had also stated, that the late promotion had been altogether without a precedent. No such thing. There were a great number of precedents for it. In short, there was scarcely a precedent to the contrary.

Besides, what did the present motion mean?

It desired his Majesty to take the case of the officers, in whose behalf the motion was made, into his consideration. That had been done already. Was it his Majesty's better consideration of the case of the officers, that was desired by the motion? If so, let their lordships consider, for a moment, the gross impropriety of their interfering with the prerogative in a case of that nature. If they did it in one instance, they would be called on to do it in another; and what infinitely mischievous consequence, might not such an unwise confusion of the distinct functions of the different branches of the legislature lead to? He concluded with remarking, that with regard to the noble viscount's reasons for having passed over some captains, undoubtedly it must have been painful for him, as a professional man, to have considered it his duty so to regulate the promotion; but, whatever had been the reasons by which either the noble viscount, or any former lord of the admiralty, had been governed, it would prove in the highest degree improper, publickly to

to state them. It was not in human nature for any man to think himself insufficient; and, undoubtedly, one officer believed himself to be as fit for an admiral as another. Would it therefore be humane, or even justifiable, for a first lord of the admiralty to single out and characterise what he held to be such disqualifications, as rendered it incompatible with the good of the service for such and such captains to be promoted to flags? A.D. 1788

Lord Rawdon, contended, in reply, that the motion did not interfere with the prerogative, or assume the exercise of the function of military promotion. Had it been of that tendency, he was ready to admit it would be highly indecent and improper. It only desired his Majesty to take the case of several meritorious and able officers into his royal consideration; upon the presumption, that, in the late promotion to flags, their merits had been over-looked. He then stated a case in the reign of Queen Anne, when the captain of Admiral Sir George Rooke's ship, who was then at Portsmouth, just preparing to sail on an important expedition, was passed by; Sir George Rooke thereupon wrote to Prince George of Denmark, remonstrating against so gross an act of injustice to his captain, nor would he sail before justice was done him, and he was restored to his rank. With regard to the nineteen captains that the noble earl had said were superannuated, to make eight admirals, the noble earl had not stated, whether they had withdrawn themselves from the service or not. He had, therefore, a right to conclude they did withdraw; and it was on all hands admitted, that such officers as had withdrawn themselves from the service, had no claim to farther promotion. But, was that the case with the officers in whose behalf he had made the motion then upon the table? Directly the reverse. They were all officers lately in service, and ready and willing to be employed again. They were not men liable to be set aside upon so harsh an imputation as incapacity. The noble viscount had asked, if a serjeant of grenadiers, though a brave soldier, was fit to command on a dangerous enterprize? Were the cases in the smallest degree analogous? Surely not. The officers for whom he then contended, had actually been in command often. They were looked up to by their whole profession as officers of the first ability, and as fit for command as any naval character whatsoever. In the high ranks of the army,
officers

A.D. officers always rise by seniority, colonels become major-
1788 generals and so on; and, unless there was some stain in an officer's character, which rendered him unworthy of promotion, and unfit for rank, he saw not the inconvenience that could arise from the same practice obtaining in the navy. The noble earl's argument went so far as to shut the door completely against enquiries into the conduct of a first lord of the admiralty, on any occasion; a principle which he hoped he should never see the house adopt, since it was possible for a marine minister to act as detrimentally against the interest of his country, by abusing his authority, and pursuing improper measures, as the minister of any other department in the state.

After a short reply from Lord Sandwich, in which he stated that the promotions in the army were not attended with any additional expence, whereas in the navy, where we had already near sixty admirals, the promotions by seniority would entail on the public an enormous expence; the motion passed in the negative without a division.

The fate of Lord Rawdon's motion did not prevent the same question from being agitated in the house of commons. On the day following (the 12th of April) a motion was made by Mr. Bastard, for an address to the King to confer some mark of his royal favour upon Captain Balfour and Captain Thompson, who had received the thanks of the house for their behaviour on the 12th of April 1782. These officers, Mr. Bastard said, he had separated from the rest, merely on account of the peculiar circumstance alluded to in the motion; and that he meant to include all the other officers, who had been passed over in the late promotion, in another motion, which he should make for that purpose. Mr. Bastard, after urging the arguments that had been used on the same side in the house of lords, strongly contended that the house of commons was considered to be in a peculiar manner the guardians of the interests and honour of naval officers; and he quoted to this purpose, a speech made there on a former occasion by the present first lord of the admiralty, in which he asserted, that the protection of that house was what officers always looked up to, and what contributed essentially to keep up a spirit of emulation amongst them. He remarked that public opinion was the principal aim and object of every officer, that their exertions would always be proportionate
to

to the interest which the nation took in their characters and welfare; and, that if the people should ever shew an indifference towards these, the ardour of the service would sink accordingly. A.D.
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The motion was opposed by Mr. Beaufoy, and the chancellor of the exchequer, on the same ground as was taken in the other house. Amongst the naval officers, members of the house, who took a part in the debate, Sir George Collier and Captain Macbride declared, that nothing short of ruin to the service must follow, if such a system of promotion as the last was to continue; and on the other hand, Lord Mulgrave and Lord Hood were of opinion, that the interference of the house might in the end prove more detrimental to the service than advantageous. On all sides it seemed to be admitted, that several of the officers who were passed over, did not appear, to common judgments, at least, in any respect disqualified for the rank to which, in the ordinary course of the service, they were entitled. Mr. Bastard finding however, that the mode in which he had brought the subject forward, was not generally agreeable to the house, withdrew his motion, with a promise of bringing it before them in some other shape.

Accordingly on the 18th of April, he moved, "That the house do resolve itself into a committee of the whole house, to enquire into the conduct of the board of admiralty, touching the late promotion to the flag."

As this motion went to a direct charge of ministerial misconduct against the first lord of the admiralty, and was free from the objection of interfering improperly in the functions of the executive government, it was necessary to meet it upon the distinct merits of the case.

In support of the presumption of misconduct, Mr. Bastard stated the cases of Captains Balfour, Thompson, Uvedale, Shirley, Bray, and Laforey, and several others were mentioned in the course of the debate. The first of these officers had distinguished himself, in company with Captain Laforey, in the war before the last, by an enterprize which required equal skill and bravery; they cut out two French ships of the line in the harbour of Louisbourg. He had since continued to serve his country with credit in the late war, and was declared by several officers, members of the house, to be well qualified, so far as they could

A.D. " and ship's company, have strictly done their duty, there-
 1784 " fore acquit them of any fault on that service.

" Signed, JOHN MONTAGU, President."

On the 7th of December, a violent storm from the S. S. E. which increased to a perfect hurricane, attended with a heavy fall of hail and snow, did considerable mischief on the coast. Upwards of 100 vessels of different descriptions were forced on shore, or foundered at sea; the crews of many perished; and a great number of the vessels were entirely lost.

1785 Supplies granted by parliament for the sea service.

	<i>l.</i>	<i>s.</i>	<i>d.</i>
For the maintaining of 18,000 seamen, including 3620 marines,	936,000	0	0
For the ordinary, including half pay to sea and marine officers,	675,307	17	2
Towards the buildings, rebuilding, and repairs of his Majesty's ships,	940,000	0	0
Total supplies for the navy,	£ 2,551,307	17	2
Total supplies granted for the year,	£ 9,736,868	0	0

Flag Officers employed.

Portsmouth.

<i>Officers,</i>	<i>Rank.</i>	<i>Ship.</i>	<i>Guns.</i>
J. Montagu, Esq.	Admiral of the Blue,	Queen,	98

Plymouth.

Mark Milbank, Esq.	Vice-Ad. of the Blue,	Sampson,	64
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Mediterranean.

Philip Cosby, Esq.	Commodore,	Trusty,	50
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North America.

Herbert Sawyer, Esq.	Commodore,	Assistance,	50
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Leeward Islands.

Sir R. Hughes, Bart.	Rear-Ad. of the Blue,	Adamant,	50
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Jamaica.

Alex. Innis, Rsq.	Rear-Ad. of the White,	Europa,	50
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East.

East-Indies.

A.D.
1785

Africa.

Edward Thompson, Esq. Commodore, Grampus, 50
Newfoundland.

J. Campbell, Esq. Vice-Ad. of the White, Salisbury, 50

On the 13th of April his Majesty appointed a board of land and sea officers to investigate and report on the proper system of defence, and on the expediency and efficacy of plans which had been proposed for the better securing of the dock-yards at Portsmouth and Plymouth. The following were the officers who composed the board.

MEMBERS.

AT PORTSMOUTH.

Gen. Duke of Richmond, President,

Vice-Ad. Barrington.	Rear-Ad. Lord Hood.
Lt.Gen. Sir Guy Carleton.	Major-Gen. Bramham.
Lt.Gen. Sir W. Howe.	Major-Gen. Green.
Lt.Gen. Lord Geo. Lenox.	Major-Gen. Roy.
Lt.Gen. Burgoyne.	Major-General Garth.
Lt.Gen. Earl Piercy.	Capt. Hotham.
Lt.Gen. Earl Cornwallis.	Capt. Sir John Jervis.
Lt.Gen. Sir David Lindsay.	Capt. Bowyer.
Lt.Gen. Sir Charles Grey.	Capt. Sir A. Hammond.
Major Gen. Pattison.	Capt. James Luttrell.
Major Gen. Cleveland.	

AT PLYMOUTH.

Gen. Duke of Richmond, President.

Vice Ad. Barrington.	Rear Ad. Graves.
Lt.Gen. Sir Guy Carleton.	Major General Bramham.
Lt.General Sir W. Howe.	Major Gen. Green.
Lt.Gen. Earl Cornwallis.	Major Gen. Roy.
Lt.Gen. Sir David Lindsay.	Major General Garth.
Vice-Ad. Milbank.	Capt. Hotham.
Lt.Gen. Sir Charles Grey.	Capt. Macbride.
Major Gen. Pattison.	Capt. Sir A. Hammond.
Major Gen. Cleveland.	

On the 24th of June the board made a report of such repairs, and what other new works would be necessary for the

A.D. 1785 the security and defence of the dock-yards ; also recommended signal houses to be established on the projecting head lands, which would be of essential advantage in conveying early intelligence of the approach of an enemy, and for the protection of commerce.

Copy of an estimate of the expence of fortifying his Majesty's dock-yards of Portsmouth and Plymouth, by the Committee of Engineers at the Tower ; annexed to the Report made to his Majesty by the Board of Land and Sea Officers, appointed under his Majesty's royal authority, to investigate and report to his Majesty on the proper system of defence, and on the expediency and efficacy of the proposed plans, for better securing his Majesty's dock-yards at Portsmouth and Plymouth.

GENERAL ABSTRACT.

On Portsea Island.

	<i>l.</i>	<i>s.</i>	<i>d.</i>
For repairing and improving the old works, - - -	87,379	15	6 $\frac{3}{4}$
For the new works proposed, - - -	101,321	10	0
For the purchase of lands, - - -	2,600	0	0
Total,	<u>£ 191,301</u>	<u>5</u>	<u>6$\frac{3}{4}$</u>

On the Gosport side.

For repairing and improving the old works, - - -	41,760	14	3 $\frac{1}{2}$
For the new works proposed, - - -	247,246	5	7 $\frac{1}{4}$
For the purchase of lands, - - -	21,747	16	7
Total,	<u>£ 310,757</u>	<u>16</u>	<u>5$\frac{3}{4}$</u>

Total expence to fortify the Dock-yard at Portsmouth.

For repairing and improving the old works, - - -	129,140	9	10 $\frac{1}{4}$
For the new works proposed, - - -	348,570	15	7
For the purchase of lands, - - -	24,347	16	7 $\frac{1}{4}$
Total,	<u>£ 502,059</u>	<u>2</u>	<u>0</u>

Total

<i>Total expence to fortify the Dock-yard at Plymouth.</i>				A. D.
	<i>l.</i>	<i>s.</i>	<i>d.</i>	1785
For repairing and improving the old } works, - - -	8,522	7	5	
For the new works proposed, -	221,552	5	5	
For the purchase of lands, -	27,945	7	6	
Total,	£ 258,020	0	4½	

<i>General total of expence to fortify Dock-yards.</i>			
For repairing and improving the old } works, - - -	137,662	17	4
For the new works proposed, -	570,123	1	0
For the purchase of lands, -	52,293	4	1¼
Total,	£ 760,079	2	5¼

In the month of June His Royal Highness Prince William Henry having served the regular time in the navy as a midshipman, and undergone the usual examination before the comptroller of the navy, and two senior post captains, was appointed third lieutenant of the Hebe frigate of 40 guns, commanded by Captain Edward Thornborough; in the same month the Honourable John Levison Gower hoisted his broad pendant on board the frigate, and she proceeded on a cruize round Great Britain and the Orkney islands, on her return she touched at Belfast in Ireland, from thence down St. George's Channel and arrived at Spithead the latter end of August. His Royal Highness was presented with an address by the inhabitants of every place at which he stopped, and was treated with every mark of attention and respect due to his rank.

On the 22d of July M. de la Peyrouse in the Bouffole, accompanied by the Astrolabe, sailed from Brest on a voyage of discoveries round the world. The Admiralty and Royal Society furnished him with all the observations, original charts, and papers that could be of use to him; the Admiralty also made him a present of the time-keeper, and azimuth compass which Captain Cook had made use of.

In August the Mercury frigate, commanded by Captain Henry Edwin Stanhope, was sent to Boston in North America, by Commodore Sawyer, to convoy some small vessels which were to take on board live stock, hay, &c. for
Shelbourne

A. D. Shelbourne and some other of the new settlements. Upon
 1785 Captain Stanhope's arrival, he waited on the governor, as a matter of ceremony, but on his return to his boat he was insulted by a mob, which had collected for the purpose, and himself and people extremely ill treated; this with various other insults which he experienced at Boston, induced Captain Stanhope to write a complaint, and remonstrate with the governor on the impropriety of these proceedings. The following are the letters which passed on this occasion.

Mercury, Boston Harbour, August 1, 1785.

" Sir,

" I am sorry to be obliged to represent to your excellency, the continued insults and disgraceful indignities offered by hundreds in this town to me and my officers, which hitherto we have taken no notice of, nor of the illiberal and indecent language, with which the newspapers have been filled; nor should I have troubled you now, had I not been pursued, and my life as well as that of one of my officers, been endangered by the violent rage of a mob yesterday evening, without provocation of any sort.

" I trust it is needless to recommend to your excellency, to adopt such measures as may discover the ring-leaders, and bring them to public justice, as well as protect us from further insult."

" I have the honour to be

" Your Excellency's most obedient

" humble servant

" E. H. STANHOPE."

" To His Excellency
 " Governor BOWDOIN."

Commonwealth of Massachusetts, Boston, Aug. 1, 1785.

" Sir,

" Your letter of this date is now before me. It is a great misfortune that the subjects or citizens of different countries, which have been at enmity, cannot easily recover that degree of good humour which should induce them to treat each other with proper decorum, when the governments to which they respectively belong have entered
 " into

“ into a treaty of amity, and sheathed the sword. But you A.D.
 “ must have observed, that disturbances arising from this 1785
 “ source, too frequently happen, especially in popular sea-
 “ port towns.

“ If you have been insulted, and your life has been en-
 “ dangered, in manner as you have represented to me, I
 “ must inform you, that our laws afford you ample satis-
 “ faction. Foreigners are entitled to the protection of the
 “ law as well as amenable to it, equally with any citizen
 “ of the United States, while they continue within the
 “ jurisdiction of this commonwealth.

“ Any learned practitioner in the law, if applied to,
 “ will direct you to the mode of legal process in the ob-
 “ taining a redress of injury, if you have been injured; and
 “ the judiciary court will cause due enquiry to be made,
 “ touching riotous and unlawful assemblies and their mis-
 “ demeanors, and inflict legal punishment on such as by
 “ verdict of a jury may be found guilty.”

“ I have the honour to be, &c.

“ To Captain STANHOPE.”

Mercury, Boston Harbour, Aug. 1785.

“ Sir,

“ When I had the honour of applying to your Excellency
 “ to discountenance the disgraceful attacks made upon me
 “ and the officers of his Britannic Majesty's ship Mercury,
 “ under my command, and to afford us your protection, it
 “ was upon your positive assurance to that effect, in their
 “ presence, I rested my hope. How much your conduct
 “ contradicts both that and my expectations is too obvious
 “ either to satisfy me, or even to do credit to yourself;
 “ for your Excellency must excuse me, when I remark
 “ that I never received a letter so insulting to my senses, as
 “ your answer to my requisition of yesterday. I am how-
 “ ever happy in finding a much better disposition in the first
 “ class of inhabitants, whose assistance I am glad to acknow-
 “ ledge is the more acceptable, after your apparent evasion
 “ from the substance of my letter; and however well in-
 “ formed your Excellency may believe yourself upon the
 “ laws and customs of nations, in similar cases, allow me
 “ to assure you, there is not one, no not even the Ally of
 “ the states, that would not most severely reprobate, either
 “ the want of energy in government, or the disinclination
 “ of

A.D. 1785 “ of the governor, to correct such notorious insults to
 “ public characters, in which light only we can desire to
 “ be received.”

“ I have the honour to be, &c.”

“ To his Excellency, Governor BOWDOIN.”

“ Captain STANHOPE.

“ Your letter's being dated the 2d instant, was delivered
 “ to me by your lieutenant Mr. Nash, at four o'clock this
 “ morning.

“ I hereby let you know, that as the letter is conceived
 “ in terms of insolence and abuse, altogether unprovoked,
 “ I shall take such measures concerning it, as the dignity
 “ of my station, and a just regard to the honour of this
 “ common-wealth, connected with the honour of the
 “ United States in general shall require.

“ Boston, Aug. 3, 1785, six o'clock, P. M.”

*Mercury, Nantasket Road, Aug. 4, 1785,
 half past 12, A. M.*

“ Sir,

“ I am to acknowledge the honour of your Excellency's
 “ letter, this moment received, and have to assure you, I
 “ shall most cheerfully submit to the worst consequences
 “ that can arrive from our correspondence, which I do
 “ not conceive, on my part to have been couched in
 “ terms of either insolence or abuse, which is more than
 “ I could venture to say of yours; and however exalted
 “ your Excellency's station is, I know not of any more
 “ respectable than that I have the honour to fill.

“ I have the honour to be, &c.”

“ To his Excellency, Governor BOWDOIN.”

On the 8th of August, a melancholy affair happened on board of the Sampson of 64 guns, in the Hamoze. The officers of the wardroom had invited some friends on board to spend the day; having drank pretty freely, after supper a dispute arose between Captain Douglas of the marines, and Mr. Walton the master, in the course of which each became extremely violent, when Mr. Walton being much irritated, struck Captain Douglas a severe blow, upon which he

he flew to his cabin, seized a bayonet, and in spite of the exertions of those in the ward-room rushed out and stabbed Mr. Walton, who almost instantly expired; Captain Douglas was immediately secured and delivered over to the civil power. The coroner's inquest brought in their verdict wilful murder; he was conveyed to Launceston, where he took his trial at the assizes. Some circumstances on the evidence given, appearing in his favour, the crime was brought in manslaughter. A.D. 1785

On the 31st of August, and 1st of September, the whole of the West India islands, excepting Grenada, experienced the dreadful effects of a violent hurricane, attended by frequent shocks of an earthquake, by which many plantations were destroyed; a great number of vessels lost in the different ports and at sea; and several souls perished.

On the 6th of October, the Rambler cutter of 14 guns, commanded by Lieutenant Lowry, when working into Leigh roads in a fresh gale, a violent and sudden squall came on and the main sheet being kept fast, she unfortunately upset. Lieutenant Lowry and 16 of his crew perished; his son a boy about 13 years of age, and 32 men, were picked up by a Yarmouth fishing boat.

A handsome Yacht was built and sent as a present from his Majesty to the Prince Royal of Denmark; she was given in charge to the Honourable Captain Seymour Finch, who, upon his arrival at Copenhagen and delivering up of the yacht, received as a present from the Prince Royal, a gold snuff-box, enriched with brilliants, ornamented with a portrait of his Royal Highness, and filled with 1000 ducats.

In this year, some English merchants having obtained licences from the South Sea and East India Companies, entered into commercial partnership, under the title of the King George's Sound Company; the object of which was to open and carry on a free trade from the N. W. coast of North America to China; for this purpose, two ships were fitted out and called the King George and Queen Charlotte, the command of them was given to Mr. H. Portlock and George Dixon; two gentlemen of distinguished merit, who had been companions with Captain Cook on his voyages of discoveries. The ships took their departure from England in the month of August 1785, and returned in the Autumn 1788. Although the company may have gained some considerable profit by this voyage, it

A.D. it did not appear to be of sufficient temptation to encourage
1785 them to risk another.

1786 Supplies granted by parliament for sea service.

	<i>l.</i>	<i>s.</i>	<i>d.</i>
For 18,000 men, including 3,620 marines,	936,000	0	0
For ordinary of navy, including half-pay to sea and marine officers,	692,326	18	8
For buildings, rebuildings, repairs, &c.	800,000	0	0
For a new building at the admiralty,	6,000	0	0
Total of navy, - -	£ 2,436,326	18	8
Total supplies granted for the year,	£ 13,420,962	12	10

Flag Officers Employed.

<i>Officers.</i>	<i>Rank.</i>	<i>Ships.</i>	<i>Guns.</i>
	Portsmouth.		
J. Montagu, Esq.	Admiral of the Blue,	Queen,	98
	Plymouth.		
M. Milbank, Esq.	Vice-Ad. of the Blue,	Sampson,	64
	Mediterranean.		
Philip Cosby, Esq.	Commodore,	Trusty,	50
	North America.		
Herbert Sawyer, Esq.	Commodore,	Assistance,	50
	Newfoundland.		
John Elliot, Esq.	Commodore,	Portland,	50
	Leeward Islands.		
Sir R. Hughes, Bt.	Rear-Ad. of the Blue,	Adamant,	50
	Jamaica.		
Alan Gardner, Esq.	Commodore,	Europa,	50
		On	

On the 6th of January the *Halsewell* East-Indiaman A.D. 1785 was driven on shore and wrecked, on the island of Purbeck, between Peverel Point and St. Alban's Head. Captain Pierce, her commander, with two of his daughters, two nieces, and several other ladies and gentlemen passengers were among the unfortunate sufferers. The loss of this ship was attended with peculiar scenes of affliction and distress. When she struck, the whole number on board amounted to above 240, out of whom only were saved Mr. Henry Meriton, first, and Mr. John Rogers, third officers, with 72 inferior officers and men.

In the month of February, his Royal Highness Prince William Henry was appointed first lieutenant of the *Pegasus* frigate in Hamoze; on the 10th of April his Royal Highness received his commission as captain of the above frigate; and on the 5th of June sailed in company with the *Rose*, commanded by Captain Henry Hervey, for Newfoundland.

In the month of March, a long debate arose in the House of Commons, when the navy estimates were proposed, on the propriety of voting money to repair the old 64 gun ships, and also suffering the ships of war to remain in ordinary with the copper on their bottoms. The first question was argued by Captain Macbride, who gave sound and justifiable reasons why it would be much better to allow the old 64 gun ships to be either broken up or sold; and recommended in future none less than 74's to be built for the line of battle. On the 2d question, Captain Macbride also spoke, stating the mischievous effects that might ensue in suffering the ships to be laid up with their copper on; alledging that the copper would in time corrode the bolts; the consequence of which might be, that when these ships are ordered on service without being thoroughly examined, their bottoms might drop out, and sacrifice the lives of many brave fellows. As a proof of this assertion, he mentioned that Admiral Barrington and himself had examined a coppered ship under repair, and they found the bolts corroded and eat away. Captain Macbride was supported by Sir John Jarvis, and Captain Luttrell. Sir Charles Middleton, the Honourable Captain Levison Gower, and the Honourable Captain George Berkeley, did not immediately deny the fact; but said it was at present a matter of experiment.

This

A.D. 1786 This experiment has not hitherto proved prejudicial to the plan of laying the ships up with their copper on; which continues to be still practised. The method now in use of copper fastening the ships, may perhaps in a great measure prevent the bad effects mentioned by Captain Macbride, of the bolts corroding; those which he might have seen, most probably were either iron bolts cased only with copper or composition.

On the 30th of June, a very interesting cause was determined in the Cock-pit, by an appeal to the Lords of the Council from the Court of Admiralty. The question related to the prize or capture, made by Commodore Johnstone, in Saldhana bay. It was, whether the prize was capture or booty; and then, consequently, whether the property then taken by the fleet and land forces under his command, came within the prize act. As the destination of the armament was against the Cape of Good Hope, and as a considerable land force, under the command of General Meadows, was a-board, and shared in the action; their lordships determined that the case in question did not come within the prize act. The consequence is, that the whole property is claimed by the crown, and the captors must relinquish their hopes of prize money, and depend on the royal bounty for whatever compensation his Majesty may think proper.

In the months of August and September, the West India islands experienced a most dreadful hurricane, which was severely felt at Hispaniola, St. Eustatia, Guadaloupe, and Barbadoes, particularly the last: its violence almost desolated the whole island. A great number of ships were lost, and many souls perished at sea and on shore.

On the 14th of July, a convention between the Kings of Great Britain and Spain was signed at London, stipulating the boundaries of each nation on the Musquito shore, islands adjacent, &c.

On the 26th of September, a treaty of navigation and commerce was signed at Versailles between England and France.

In this year the Montague East India ship, Captain Brettel, was burnt by accident in the river at Bengal, owing to the salt-petre taking fire. The chief mate and 29 men perished.

Supplies

Supplies granted by parliament for sea service.

A.D.
1787

	<i>l.</i>	<i>s.</i>	<i>d.</i>
For 18,000 men, including 3,860 marines, - - -	936,000	0	0
For the ordinary of the navy, including half-pay to sea and marine officers	700,000	0	0
For the building, rebuildings, &c.	650,000	0	0
Total for the navy - -	£ 2,286,000	0	0
Total supplies for the year -	£ 12,414,579	17	7½

Flag Officers employed.

<i>Officers.</i>	<i>Rank.</i>	<i>Ship.</i>
	Portsmouth.	
Lord Hood, Vice Ad. of the Blue,		Barfleur, 98
	Plymouth.	
Tho. Graves, Esq. Vice Ad. of the Blue,		Impregnable, 98
	Downs.	
Will. Hotham, Esq. Rear Ad. of the Red,		
	Mediterranean.	
Philip Cosby, Esq. Commodore,		Trusty, 50
	North America.	
Herb. Sawyer, Esq. Rear Ad. of the White,		Assistance 50
	Newfoundland.	
John Elliot, Esq. Rear Ad. of the Red,		Portland, 50
	Leeward Islands.	
William Parker, Esq. Commodore,		Jupiter, 50
	Jamaica.	
Allen Gardner, Esq. Commodore		Europa, 50

On the 2d of February, a marine school was instituted and opened by the Corporation of the Trinity House, at Hull, for the reception of boys, to be bred to the sea service.

The principal rules of which are as follows, viz.

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M

Boys

A.D. Boys are to be eleven years of age before they can be
1787 admitted.

They are recommended by the Corporation of the Trinity House, composed of 18 members, each member patronizing two boys.

They are clothed annually; have an upper and under jacket, metal buttons, bearing the house's arms, two pair of raven duck trowsers, two check shirts, two pair of shoes, two hats, and two black velvet collars.

They are to remain in the school three years, to be taught writing, accompts and navigation; as to reading, it is expected they are capable of that before they come to be admitted.

The parents, and some respectable person to sign a bond, that the boy shall remain full three years in the school, and that he shall go to sea after the expiration of that term. The penalty for non-compliance, ten pounds. At present the school contains above 100 boys.

On the 5th of March, Sir Matthew White Ridley made a motion in the House of Commons, to address his Majesty in behalf of Captain David Brodie, who had been passed by in several of the late naval promotions; "alleging on the part of the house, their being satisfied that Captain Brodie was entitled to a restoration of rank, and praying his Majesty to distinguish him by some mark of his royal favour." The motion was supported by Sir John Miller, Sir John Jervis, Sir Edmund Affleck, Captain Macbride, Sir George Collier, Captain Bowyer, and Mr. Fox; and opposed by Mr. Pitt, Lord Mulgrave, Lord Hood, and Captain Leveson Gower. After a long debate, Sir M. W. Ridley withdrew his motion, not wishing to interfere with the executive government; and made another in more general terms: "That an humble address be presented to his Majesty, that his Majesty will be graciously pleased, to take the meritorious services, and sufferings of Captain David Brodie into his royal consideration; and that his Majesty will be pleased to confer some mark of his royal favour on the said Captain Brodie, as to his Majesty shall seem proper."

This was also strongly opposed by the minister, and the question being called for, the house divided; for the motion 83, against 100.

On

On the 13th of May, Commodore Philip,* in the *Sirius*, commanded by Captain John Hunter, with the *Supply* armed brig, Lieutenant Ball, and nine transports, having on board a great number of convicts of both sexes, sailed from Spithead to New South Wales, in order to establish a colony at Botany Bay. The *Hyæna* of 20 guns, the Honourable Captain Michael de Courcy, was ordered to accompany the fleet 100 leagues to the westward.

On the 17th of May, the coast of Coromandel, in the East Indies, particularly the northern part of it, was almost entirely desolated by the violence of a dreadful hurricane, which arose from the N. E. attended with storms of hail. The tempest raged with the greatest fury, the sea rose more than fourteen feet above the ordinary level, and inundated the country for many leagues. The district of Uppora was swallowed up by the sea, with all its unfortunate inhabitants. It was impossible to judge what number of people perished in consequence of this calamity; but it was computed in this district, and at Tranquebar, not less than 1300 or 1400 souls. Several other places on the coast were swept away by the extraordinary elevation of the sea, which was so sudden, that the wretched inhabitants had not time to save themselves by flight; nine tenths of whom it was believed were destroyed. On the 28th of May, the storm abated, and the waters began to retire gently, leaving the whole country a confused and horrible scene of ships, houses, trees (which had been torn up by the roots) and human bodies.

On the 24th of May, the *Hartwell* East India ship, Captain Fiot, was wrecked on a reef of rocks near the island of Bona Vista; the loss of this ship was in a great measure owing to the mutinous state of her crew.

On the 24th of September, his Majesty was pleased to order the following promotion of flag officers.

Viscount Howe,	} to be Adm. of the White.
John Montague, Esq.	
Hugh Pigot, Esq.	

* On the 17th of April Captain Arthur Philip was appointed governor of New South Wales.

A.D. 1787	Lord Shuldhham,	}	to be Ad. of the Blue.
	Sir Hugh Palliser, Bart.		
	Sir Peter Parker, Bart.		
	John Vaughan, Esq.		
	John Reynolds, Esq.		
	Matthew Barton, Esq.		
	Hon. Samuel Barrington,	}	to be Vice Ad. of the Red.
	Marriot Arbuthnot, Esq.		
	Robert Roddam, Esq.		
	George Darby, Esq.		
	John Campbell, Esq.		
	James Gambier, Esq.		
	William Lloyd, Esq.		
	Fra. Will. Drake, Esq.	}	to be Vice Ad. of the White.
	Sir Edw. Hughes, K. B.		
	Sir Joshua Rowley, Bart.		
	Sir Edward Vernon, Kt.		
	John Evans, Esq.		
	Mark Milbank, Esq.		
	Nicholas Vincent, Esq.		
	Richard Edwards, Esq.	}	to be Vice Ad. of the Blue.
	Lord Hood,		
	Sir J. Lockhart Ross, Bt.		
	Sir Chaloner Ogle, Bart.		
	Thomas Graves, Esq.		
	Robert Digby, Esq.		
	Benjamin Marlow, Esq.		
	Alexander Hood, Esq.	}	to be Rear Ad. of the Red.
	Sir Richard Hughes, Bart.		
	Sir Fra. Sam. Drake, Bart.		
	Sir Edmund Affleck, Bart.		

The following captains were appointed flag officers.

Sir John Lindsay, K. B.	}	to be Rear Ad. of the Red.
John Elliot, Esq.		
William Hotham, Esq.		
Joseph Peyton, Esq.	}	to be Rear Ad. of the White.
John Carter Allen, Esq.		
John Dalrymple, Esq.		
Sir Charles Middleton, Bt.		
Sir Richard King, Knt.		
Herbert Sawyer, Esq.		
Jonathan Faulkner, Esq.		

Philip

Philip Affleck, Esq.

Sir John Jervis, K. B.

Sir Richard Bickerton, Bt.

Sir Charles Douglas, Bt.

Hon. J. Levison Gower,

Adam Duncan, Esq.

} To be Rear Ad. of the Blue.

A.D.

1787

On the 23d, the settlement in the bay of Honduras was almost entirely demolished by a dreadful hurricane, attended with a deluge of rain; not less than 500 houses were either washed or blown down; numbers of the inhabitants in attempting to effect their escape into the mountains, were overtaken by the flood and drowned. All the vessels in the harbour and on the coast, were lost, and most of their crews perished.

November. An experiment was tried on board of the *Flora* frigate at Woolwich, by order of the board of admiralty, of a new invented machine for working of pumps.

On the 27th of December, the *Pegasus* frigate, commanded by his Royal Highness Prince William Henry, arrived in Plymouth Sound, after an absence of one year and a half; during which time his Royal Highness visited his Majesty's colonies at Newfoundland, North America, and the West-Indies. At Barbadoes, the House of Assembly passed a vote to present his Royal Highness with a gold sword valued 300 guineas. The council and assembly of Dominico presented his Royal Highness with a time-piece valued at 300 guineas.

In this year a company of merchants associated themselves for the establishment of a settlement at Sierra Leona, on the coast of Africa; great encouragement was given to all the blacks in the kingdom to go out as settlers. This scheme had been proposed and projected chiefly from the recommendation of Lieutenant Matthews,* of the navy, who had made a voyage to that place in the year 1785.

* Mr. Matthews was advanced to the rank of post captain, and served with great reputation under Admiral Lord Hood in the Mediterranean: he died about the year 1799, captain of the *Maidstone* frigate in the West-Indies.

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1788

Supplies granted by parliament for the sea service.

	<i>l.</i>	<i>s.</i>	<i>d.</i>
For 18,000 men, including 3620 marines, - - -	936,000	0	0
For expences of the late armament, incurred by augmenting the naval forces	175,407	5	11
For the ordinary of the navy, including half-pay to sea and marine officers,	700,000	0	0
For buildings, repairs, &c. of ships,	600,000	0	0
Total for the navy, - - -	£ 2,411,407	5	11
Total supplies granted for the year,	£ 11,860,262	18	1

Flag Officers employed.

<i>Officers.</i>	<i>Rank.</i>	<i>Ships.</i>	<i>Guns.</i>
	Portsmouth,		
Lord Hood,	Vice Ad. of the Blue,	Barfleur,	98
	Plymouth,		
T. Graves, Esq.	Vice Ad. of the Blue,	Impregnable,	98
	Mediterranean,		
Philip Cosby, Esq.	Commodore,	Trusty,	50
	America,		
Sir R. Hughes,	Rear Ad. of the Red,	Adamant,	50
	Newfoundland,		
M. Milbank, Esq.	Rear Ad. of the Red,	Salisbury,	50
	Leeward Isles.		
William Parker, Esq.	Commodore,	Jupiter,	50
	Jamaica,		
Alan Gardner, Esq.	Commodore,	Europa,	50

On the 14th of January, Commodore Philip, in the Sirius, the Supply brig, Lieutenant Ball, and some transports with the convicts, having left the Cape of Good Hope, arrived this day at his place of destination on the coast of New South Wales. On the 28th, the Lieutenants Shortland

land and King landed. The natives, who had in small bodies witnessed their approach, appeared in great consternation on seeing these officers on their territories; and after setting up a yell, fled to the woods. They returned soon after more composed; and from the signs made by Commodore Philip, were prevailed on to receive some presents of beads, necklaces, and other trifles; but they were deposited on the ground, and the Captain withdrawn to a distance, before they would venture to take them. After this they appeared so friendly as to conduct, by signs, the officers to a rivulet, where they found some excellent water, though not in a very abundant supply. In the evening the Commodore, with his party, returned on board; and the next day the three transports which he had out-ailed, came to an anchor, on which the Commodore went again on shore, principally to cut grass for the use of the cattle and sheep, the hay on board being nearly exhausted. On the dawn of the day following, the Sirius, Captain Hunter, with the remainder of the transports under convoy, appeared in sight, and three hours after brought to, and anchored in the bay.

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Captain Hunter immediately waited on the Commodore, and these gentlemen, with a small party of officers and men, went on shore again towards the south coast of Botany Bay. Here, as in most of the early interviews with the natives, Commodore Philip usually laid his musket on the ground, and advancing before it held out presents. A green bough held aloft, or their lances thrown down, were like signs of amity in them. It was a practice with the seamen, in these intercourses, to dress up the inhabitants with shreds of cloth, and tags of coloured paper; and when they surveyed each other, they would burst in loud laughter, and run hallooing to the woods. The marines one day forming before them, they appeared to like the sight, but fled at the sound of the drum, and never more would venture near it.

On the convicts being landed, Commodore Philip assumed his office of governor, and caused the commission given him by the King, to exercise such authority, to be read; and also the abridgment of the code of laws by which he was to govern. By this the settlers were informed that four courts would occasionally be held, as the nature of the offence required; namely,

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A Civil Court,
A Criminal Court,
A Military Court,
An Admiralty Court.

The settlers were then told, that nothing could draw these laws into exercise but their own demerits; and as it was then in their power to atone to their country for all the wrongs done at home; no other admonitions than those which their own consciences would dictate, it was hoped would be necessary to effect their happiness and prosperity in their new country.

But such is the inveteracy of vice, that neither lenient measures, nor severe whipping, operated to prevent theft; rigorous measures were therefore adopted; and after a formal trial in the criminal court, two men were hung in one day; and soon after two more suffered in like way.

The convicts were chiefly employed in cutting wood for fences, and to collect provender for the cattle and sheep, as the soil produced very indifferent pasture, although it was in the middle of the New Hollander's summer.

The natives killed three of the convicts who were employed gathering bushes for thatching; but did not eat them, as their bodies were restored and buried. After this hostility they became very shy, and did not for some time approach the colony.

While Governor Philip was employed in establishing the settlement at Sidney Cove: on the 10th of July, the *Boussole* and *Astrolabe*, two French ships, which it has already been observed, sailed from France in the year 1785, under the command of M. de Peyrouse, on a voyage of discoveries to the South Seas, anchored in Botany Bay, from whence M. de Peyrouse sent an officer over to inform the governor of his arrival; they were in some distress for stores and provisions; but Mr. Philip was not in a situation to contribute much to their relief. They related the following melancholy account which befel them whilst lying at one of the navigator islands, a group discovered by M. Bougainville to the northward, where they had been on a very friendly footing, and had carried on a traffic with the natives for a long time with great success until the day they sailed. After they had got under weigh, M. L'Angle, captain of the *Astrolabe*, requested of M. Peyrouse to
allow

allow him to go ashore, and get one boat load more of water, which was all he wanted of being complete. The Commodore wished to dissuade him from the design, by telling him, that as they had got under weigh, and would not be long at sea, there was no occasion for having so much water; but M. L'Angle seeming very anxious to go, M. Peyrouse followed him. A.D.
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He accordingly went ashore with two armed boats, and in all about thirty-six men. Whilst they were filling their water, the natives seemed to be on the same footing with them that they had always been formerly. Mean time the ships, which had hove to off the island, had drifted to leeward of one of the points which formed the bay in which they were watering. M. L'Angle's people having filled their water, were proceeding down to the boat; when on a sudden they were surrounded by a great number of the natives, who rushed down and closed upon them, so that they had not power to use their fire arms. In the affray M. L'Angle, and 31 of his men were killed; the others swam off, and reached their ships, some dangerously wounded.

M. de Peyrouse remained at Botany Bay five weeks; and in that time frequent visits were made between the French and English officers who were at Sydney Cove.

Many of the convicts attempted to effect their escape to Europe on board the French ships; but M. Peyrouse and his officers were deaf to their intreaties, excepting those made by the women, two of whom were noticed to be missing soon after they sailed.

On the 20th of February Lord Rawdon brought forward a motion in the House of Lords, in consequence of the late promotion of flag officers. A subject so interesting to the officers of the navy cannot be otherwise than acceptable, the debate is therefore given at length. In order to enable my readers to enter more accurately into the merits of the discussion, it may be necessary to state, that by an order of council, dated in the year 1718, and addressed to the lords commissioners of the board of admiralty, they are directed to proceed in the promotion of officers to the rank of admirals, according to the seniority of such officers upon the list of captains, regard only had to their being duly qualified for the rank to which they shall be promoted. By a subsequent order of 1747, the lords of the admiralty are authorized to superannuate such captains of long and meritorious service as shall

A. D. 1788 shall be disabled from serving as admirals, by age or infirmity, under the title of admirals upon the superannuated list, or as it is commonly called, the list of yellow admirals.

In the promotion made by the board of admiralty last September, in which sixteen captains were promoted to the flag, upwards of forty captains had been passed over, the greatest part of whom had the offer made them of being put upon the superannuated list; but, conceiving themselves entitled, from their past, and their capacity for future service, to the rank of acting admirals, they refused the retreat that was offered them, and had endeavoured, but without success, to obtain their re-establishment from the board of admiralty.

This partial promotion had occasioned a great and general disgust, and especially among the officers of the navy, who were alarmed to find, that the expectations of reward for the longest and most meritorious service, were to be dependent upon the caprice of the first lord of the admiralty; and it was therefore thought a proper subject for parliamentary animadversion.

Accordingly Lord Rawdon stated the circumstances of the late promotion as just related, and strongly insisted upon the acknowledged and indisputable merit of the officers who had been passed by. This neglect, he contended, was contrary to the established practice of the service, and was without a precedent. At the same time, he said, it was not his intention to impute improper motives to any one; and he had therefore framed his motion in such a manner, as he hoped would appear perfectly inoffensive and unobjectionable. He conceived the subject to be of the utmost importance to the naval service of this country; and had no doubt but their lordships would become the protectors of the many brave and deserving officers, who could not but consider themselves as injured in their just expectations, and degraded in the eyes of their countrymen. He should therefore move, "That an humble address be presented to his Majesty, praying that he would be graciously pleased to take into his royal consideration the services of such captains of his Majesty's navy as were passed over in the last promotion of admirals."

The motion being seconded, Lord Howe* immediately

* At this time first Lord of the Admiralty.

rose to justify his own conduct. After stating the several orders under which the board of admiralty acted, and the practice of the board at various periods, he said, that he supposed it would be admitted, that the board was not strictly bound to promote captains according to their seniority upon the list, but was entrusted with a discretionary power, for the use of which they were doubtless responsible. But at the same time, he was responsible for the good conduct and well-being of the service; and with the responsibility he must necessarily be entitled to exercise his own judgment and discretion in every branch of the executive duty of the admiralty board; and therefore it was incumbent on every man standing in a situation similar to his, to be careful in the promotion of officers, and more especially in the promotion of captains to flags. It was painful for him, undoubtedly, in the exercise of his discretion, to set aside officers; nor could he, in a public assembly, state the particular reasons which operated on his judgment in the late promotion of captains to the rank of admirals. It would be invidious in him to explain them unnecessarily, as it would be cruel in the house to desire him to make such declaration. He had acted to the best of his judgment, and with the strictest impartiality.

With regard to the nature of the reasons which might direct the judgment of a first lord of the admiralty to pass over any number of captains in a promotion to flags, the House would have the goodness to recollect that there might be several. Those who were likely to be entrusted with the care of our fleets, ought to be men not only of firm minds, but possessed of bodily strength, to enable them to endure the fatigues of the hard service they might have to sustain. Officers who had served ably and meritoriously all their lives, might not appear, to the judgment of a first lord of the admiralty, to be fit to be entrusted with the care of a fleet. The noble lord who brought the motion forward, knew that in the army the same observation applied: a serjeant of grenadiers, though an able and excellent soldier, might not be qualified to command a body of troops on a forlorn hope. These, and other considerations, had necessarily operated on his judgment in the late promotion. If the house thought proper to take upon themselves the promotion of military officers, he should feel himself eased of the greatest cause

A.D. 1788 cause of anxiety in his situation; and of course escape from the painful responsibility of office.

Had the officers passed over succeeded to their rank, as had been suggested, and not been called into service, as would probably have happened, they must have gone through the superior degrees of promotion, that of vice-admiral and of admiral, before the officers, from whose service the country were to derive advantage; and thus the officers who did not serve, would have stood in the way of those who did serve. He appealed to the house whether such a circumstance would have been fair or warranted.

He then stated to the house the nature of the establishment planned by the board of admiralty in 1747, for the maintenance and support of such officers as were passed by in a promotion of captains to flags. In order to make a suitable provision for them, and to enable them to spend the latter years of their existence in ease and retirement, that list of rear-admirals upon half pay, (or as they were commonly called, yellow admirals,) was established, and all upon it received 320l. a year. If the superannuation pay appeared too small, it ought undoubtedly to be increased. He concluded with remarking, that the late promotion, if it stood in need of the countenance of a precedent, was not without that support, and he instanced a promotion of the same kind made by the late Lord Hawke.

Lord Hawke rose to vindicate the conduct of his father, and denied that it was a precedent in point, because that promotion had taken place with the approbation and sanction of parliament. He reprobated that system of naval distinction which overlooked the veteran officers, in order to get at the man who had the chance of being the longest liver. It was a system, which every man who had at heart the honour of the service, must view with indignation. He would therefore give the motion his most cordial support.

The Earl of Sandwich, in a long and able speech, gave his reason for differing in opinion from the noble lord, who had brought forward the motion. He thought it extremely improper for that house to interfere with the executive government. They had much better leave it to itself; and those noble lords who would advise the house to accede to the present proposition, he was persuaded, were not aware of the infinite mischiefs which might ensue. The parliament of Great Britain stood high in the
opinion

opinion of all Europe; it had acquired abundant credit from the propriety of its proceedings, from confining itself to its proper province, and from not assuming offices and functions which did not belong to it, but leaving them where the constitution had wisely placed them, in the hands of the several departments of the executive government. Let their lordships for a moment consider the embarrassments which must be felt; if promotions of admirals were to be made by the two houses of parliament. The idea was revolting and monstrous in the extreme; want of knowledge of the qualifications of the different candidates, would present itself in the first instance, and the influence used to obtain promotion would be at once most absurd and most ridiculous. Let parliament place a due confidence in the first Lord of the Admiralty, and suffer him to exercise the discretion that belonged to his situation, unmolested by their interference. The responsibility lay with that officer and the board; and there the discretion ought to rest likewise. Whenever a complaint was formerly made of breach of trust, or improper conduct, in any responsible member of administration, the house had a right to institute an inquiry, and, upon sufficient proof of the facts alledged, to address his Majesty to dismiss the minister so misconducting himself. That was the constitutional power of parliament, and one of the most important and salutary privileges; but it was widely distinct from that or the other house taking upon themselves to exercise the functions of the executive government.

For his own part, he would not enter into any discussion of the late promotion of captains to flags, because he did not think that house a proper place for such a discussion; but having himself had a share in forming the establishment, which, in vulgar words was termed the list of yellow admirals, but the true name of which was the superannuated list, he would state to the house the origin of the establishment. It had been found, at different periods, extremely inconvenient and detrimental to the service, that promotions to flags should be governed by seniority. In the year forty-seven, a promotion to flags was necessary, and those then at the board, well knew that there were on the list of captains several officers in a superior degree qualified to command fleets; but the difficulty was how to come at them, without loading the public with

A.D. 1788 with an amazing and intolerable expence. In concert therefore, with the two noble lords, the late Duke of Bedford, and the late Lord Anson, he had taken his share in planning the superannuated list, and he had been the person in whose hands it had principally been brought to bear. The object of it was to provide an income for such captains as, in a promotion to flags, the board of admiralty did not appoint admirals, not meaning to call them out into further service. At the time of instituting the establishment, the object was to make eight admirals only, and in order to that, nineteen captains were passed over; and yet there was no complaint then, no motion before that house to address his Majesty on the subject, nor any idea of injustice or partiality entertained. The establishment of the superannuated list had been originally received with universal applause, and generally considered as a humane and benevolent institution. Those captains who were put upon it were not stigmatized, as a noble lord had contended, nor in any degree disgraced; but it was an honourable retreat from service. The noble lord had also stated, that the late promotion had been altogether without a precedent. No such thing. There were a great number of precedents for it. In short, there was scarcely a precedent to the contrary.

Besides, what did the present motion mean?

It desired his Majesty to take the case of the officers, in whose behalf the motion was made, into his consideration. That had been done already. Was it his Majesty's better consideration of the case of the officers, that was desired by the motion? If so, let their lordships consider, for a moment, the gross impropriety of their interfering with the prerogative in a case of that nature. If they did it in one instance, they would be called on to do it in another; and what infinitely mischievous consequence, might not such an unwise confusion of the distinct functions of the different branches of the legislature lead to? He concluded with remarking, that with regard to the noble viscount's reasons for having passed over some captains, undoubtedly it must have been painful for him, as a professional man, to have considered it his duty so to regulate the promotion; but, whatever had been the reasons by which either the noble viscount, or any former lord of the admiralty, had been governed, it would prove in the highest degree improper, publickly to

to state them. It was not in human nature for any man to think himself insufficient; and, undoubtedly, one officer believed himself to be as fit for an admiral as another. Would it therefore be humane, or even justifiable, for a first lord of the admiralty to single out and characterise what he held to be such disqualifications, as rendered it incompatible with the good of the service for such and such captains to be promoted to flags? A.D. 1788

Lord Rawdon, contended, in reply, that the motion did not interfere with the prerogative, or assume the exercise of the function of military promotion. Had it been of that tendency, he was ready to admit it would be highly indecent and improper. It only desired his Majesty to take the case of several meritorious and able officers into his royal consideration; upon the presumption, that, in the late promotion to flags, their merits had been over-looked. He then stated a case in the reign of Queen Anne, when the captain of Admiral Sir George Rooke's ship, who was then at Portsmouth, just preparing to sail on an important expedition, was passed by; Sir George Rooke thereupon wrote to Prince George of Denmark, remonstrating against so gross an act of injustice to his captain, nor would he sail before justice was done him, and he was restored to his rank. With regard to the nineteen captains that the noble earl had said were superannuated, to make eight admirals, the noble earl had not stated, whether they had withdrawn themselves from the service or not. He had, therefore, a right to conclude they did withdraw; and it was on all hands admitted, that such officers as had withdrawn themselves from the service, had no claim to farther promotion. But, was that the case with the officers in whose behalf he had made the motion then upon the table? Directly the reverse. They were all officers lately in service, and ready and willing to be employed again. They were not men liable to be set aside upon so harsh an imputation as incapacity. The noble viscount had asked, if a serjeant of grenadiers, though a brave soldier, was fit to command on a dangerous enterprize? Were the cases in the smallest degree analogous? Surely not. The officers for whom he then contended, had actually been in command often. They were looked up to by their whole profession as officers of the first ability, and as fit for command as any naval character whatsoever. In the high ranks of the army,
officers

A.D. officers always rise by seniority, colonels become major-
1788 generals and so on; and, unless there was some stain in an officer's character, which rendered him unworthy of promotion, and unfit for rank, he saw not the inconvenience that could arise from the same practice obtaining in the navy. The noble earl's argument went so far as to shut the door completely against enquiries into the conduct of a first lord of the admiralty, on any occasion; a principle which he hoped he should never see the house adopt, since it was possible for a marine minister to act as detrimentally against the interest of his country, by abusing his authority, and pursuing improper measures, as the minister of any other department in the state.

After a short reply from Lord Sandwich, in which he stated that the promotions in the army were not attended with any additional expence, whereas in the navy, where we had already near sixty admirals, the promotions by seniority would entail on the public an enormous expence; the motion passed in the negative without a division.

The fate of Lord Rawdon's motion did not prevent the same question from being agitated in the house of commons. On the day following (the 12th of April) a motion was made by Mr. Bastard, for an address to the King to confer some mark of his royal favour upon Captain Balfour and Captain Thompson, who had received the thanks of the house for their behaviour on the 12th of April 1782. These officers, Mr. Bastard said, he had separated from the rest, merely on account of the peculiar circumstance alluded to in the motion; and that he meant to include all the other officers, who had been passed over in the late promotion, in another motion, which he should make for that purpose. Mr. Bastard, after urging the arguments that had been used on the same side in the house of lords, strongly contended that the house of commons was considered to be in a peculiar manner the guardians of the interests and honour of naval officers; and he quoted to this purpose, a speech made there on a former occasion by the present first lord of the admiralty, in which he asserted, that the protection of that house was what officers always looked up to, and what contributed essentially to keep up a spirit of emulation amongst them. He remarked that public opinion was the principal aim and object of every officer, that their exertions would always be proportionate
to

to the interest which the nation took in their characters and welfare; and, that if the people should ever shew an indifference towards these, the ardour of the service would sink accordingly. A.D.
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The motion was opposed by Mr. Beaufoy, and the chancellor of the exchequer, on the same ground as was taken in the other house. Amongst the naval officers, members of the house, who took a part in the debate, Sir George Collier and Captain Macbride declared, that nothing short of ruin to the service must follow, if such a system of promotion as the last was to continue; and on the other hand, Lord Mulgrave and Lord Hood were of opinion, that the interference of the house might in the end prove more detrimental to the service than advantageous. On all sides it seemed to be admitted, that several of the officers who were passed over, did not appear, to common judgments, at least, in any respect disqualified for the rank to which, in the ordinary course of the service, they were entitled. Mr. Bastard finding however, that the mode in which he had brought the subject forward, was not generally agreeable to the house, withdrew his motion, with a promise of bringing it before them in some other shape.

Accordingly on the 18th of April, he moved, “ That the house do resolve itself into a committee of the whole house, to enquire into the conduct of the board of admiralty, touching the late promotion to the flag.”

As this motion went to a direct charge of ministerial misconduct against the first lord of the admiralty, and was free from the objection of interfering improperly in the functions of the executive government, it was necessary to meet it upon the distinct merits of the case.

In support of the presumption of misconduct, Mr. Bastard stated the cases of Captains Balfour, Thompson, Uvedale, Shirley, Bray, and Laforey, and several others were mentioned in the course of the debate. The first of these officers had distinguished himself, in company with Captain Laforey, in the war before the last, by an enterprize which required equal skill and bravery; they cut out two French ships of the line in the harbour of Louisbourg. He had since continued to serve his country with credit in the late war, and was declared by several officers, members of the house, to be well qualified, so far as they could

A.D. judge, for promotion to the flag. The same general testi-
1788 mony was borne to the character of the other officers. It was further stated, that he had written to the board of admiralty to be informed of the reasons, for which he was passed over in the promotion, but had been refused an answer. Admiral Sir Edward Affleck declared, that he had been acquainted with Captain Thompson nearly forty years; that he knew him to be as honest a man, and as brave and skilful an officer, as any in the service; that he could not account for his having been passed by, and was as much surpris'd at it, as he should have been to have been passed by himself. Captain Uvedale had also served with considerable reputation. In the late war he had been appointed by Lord Rodney, to the command of part of the fleet, for the purpose of drawing out the squadron of Mon. de Grasse, and by that means affording an opportunity of bringing on a general action. This important service, which required the exertion of all the skill, as well as bravery of a commander, he successfully performed. Captain Shirley had also commanded several sail of the line, and had received the approbation of the admiralty. He had also applied to the board, on the late occasion, to have his claims exhibited to the council; but the first lord refused to lay his case before them. The case of Captain Bray was singular; he had been employed during the late war in the impress service, and, upon his application to the board for a flag, he had been advised by Lord Howe, on account of his advanced age, to give up the claim to rank, and to apply for superannuation: this advice he had accordingly followed, but it was afterwards discovered that he was precluded from being put upon the yellow list by the order of council of the year 1747, which expressly excepts captains who have not been sent to sea during the war. Upon this case it was strongly argued by Captain Macbride, that if the officers who are employed in this difficult and disagreeable, though essentially important service, were to be considered as thereby forfeiting their claim to rank, none but those of the lowest characters would undertake it in future. Captain Laforey had been set aside merely on account of his having, some time before, accepted the appointment of naval commissioner at Antigua; although at the same time, Sir Charles Middleton, late one of the commissioners resident in London, had been promoted to the flag.

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In order to obviate the unfavourable conclusion which these cases seemed strongly to support, it was argued by the chancellor of the exchequer, in defence of the admiralty, that none of the circumstances alledged, amounted to more than a negative proof, that the officers in question were not disqualified for the rank for which they contended; but that, where a selection was to be made (and that a selection was expedient would appear, not only from the uniform practice of the navy, but from the great expence and sundry inconveniencies which would unavoidably result from an over-loaded list of flag officers) it was necessary that a discretionary power of making that selection, should be lodged in the commissioners of the board of admiralty. He admitted that they were responsible to parliament for the use of that discretion, and that whenever a case was made out strong enough to warrant a suspicion of such abuses as deserved censure or punishment, it was the indispensable duty of the house to proceed to enquire. But he denied that such a case had been made out. It had not been alledged that there was any officer of incompetent merit amongst those who were promoted, on which a charge of partiality or corruption could be founded. It had not been asserted that the first lord was actuated by any malice, or other sinister motives towards those who had been passed over, upon which he could be charged with injustice or oppression. The point to be decided by the house was, whether they could infer, from the statement of cases they had heard, that the judgment of the noble viscount, upon professional merits, was not to be trusted, but ought to be corrected by theirs? Such a case might undoubtedly occur; but he warned the house of the mischiefs that would inevitably arise from the opening their doors, without the most palpable and urgent necessity, to the discussion of professional qualifications, and the arrangement of military promotions. He then proceeded to make a variety of ingenious observations upon the several cases that had been stated, with a view to take off the impression which they seemed to have made upon the house.

The only naval officer, who, upon this occasion, supported administration, was the honourable captain Berkeley; who lamented that such a question should have been brought before the house; but said, that as it was, he

A.D. 1788 must declare his opinion to be, that the house ought not to interfere, but to leave the discretion unclogged where the responsibility was placed.

In reply to the arguments of Mr. Pitt, it was argued by Mr. Fox that the rank of admiral might be considered in two views; that the principal view undoubtedly was prospective, and to future services; and in this view a more strict selection was proper and justifiable: but it might be considered also retrospectively, as an honour and reward for past services. In the latter view, the late promotion could not be defended a moment; it was most scandalously partial and unjust. And, as a proof that the admiralty had considered it in this point of view, he mentioned the promotion of Sir John Lindsay, who, though unquestionably an officer of the first reputation in the navy, was well known to be in so deplorable a state of health, as to leave no room for the expectation of future services. As a farther proof, he stated, that as there were twenty-four admirals on the old list fit for service, and no service very likely to be wanted soon, the late promotion could not be justified on the principle of state necessity, and must therefore come under the notion of honorary reward and emoluments; and under that construction, no one, he again repeated, could hesitate to pronounce it partial, capricious, and oppressive. But he also contended, that where, in addition to negative merit, signal and approved past services could be pleaded, there was a fair claim even on the former ground, to the highest ranks in the service. At least, he said, a contrary determination would do infinite mischief, by checking the ardour and damping the spirit of enterprize amongst our officers.

In this argument he was joined by Sir George Osborne, and several other military officers. The house ought not, said that gentleman, to imagine, that men led by their genius, and qualified to follow the military profession in either service, looked to the number of paltry shillings they were to receive per day, as a compensation for their laborious life and perilous services. There was not a man, he would venture to say, that ever got a commission in the navy, who did not assure himself, that, by a continued series of honourable and meritorious conduct, he should obtain a flag. It could not, therefore, but prove a deep and cutting mortification for any man, conscious that he did not deserve it, to find that he was put aside in the day of promotion. Military

litary men, from the nature and danger of their profession, must be allowed to feel more poignantly, and with more nicety and quickness of animation, than those accustomed to the frigid rules of civil office. To such feelings he had ever been accustomed, and he trusted they were feelings neither misbecoming a gentleman nor an officer. The power of settling promotions, and appointing to command, had ever been lodged in the board of admiralty; but if either were wantonly and capriciously exercised, that house would act wisely and with becoming dignity, to employ its constitutional functions of enquiry and controul.

Admiral Sir Peter Parker remarked, that he saw no reason for selection at present in a promotion to the flag: Formerly, when we had only nine admirals, a selection was indispensibly necessary; but now, when the list of admirals was fifty-seven, surely a sufficient number fit for any service might be found at all times. He spoke of the peril and fatigue of a marine life, and said, if neither honours nor emoluments were given to officers, who had behaved meritoriously, and gallantly distinguished themselves, he feared the thanks of the house would be considered only as an empty compliment.

Several of the country gentlemen supported Mr. Bastard's motion, and declared, that they did not think the paltry consideration of a few thousands a year, which they understood was all the saving that would be made, could at all justify the cruelty and hardship with which they thought many deserving officers had been treated. An attempt was also made to fix a charge of partiality upon the first lord of the admiralty, by remarking that there was a marked neglect, in the late promotion, of the officers who had served their country so gallantly under the auspices of Lord Rodney. This was warmly denied by Mr. Strachey, who appealed to the list of the late promotions. The question being put, the house divided; ayes, 134, noes 150.

The smallness of the majority by which the minister defeated this enquiry, encouraged Mr. Bastard to make a third attempt. On Tuesday, the 29th of April, after a short speech, in which he said, that the arbitrary powers claimed by the board of admiralty, having in some measure received the sanction of the house, he hoped that, in order to prevent the mischievous consequences that might ensue, they would at least adopt some permanent principle as a

A. D. 1788 rule of service, to which officers might trust. He moved the following resolution: "That it is highly injurious to the service, and unjust to set aside from promotion to flags, meritorious officers of approved services who are not precluded by the orders of his Majesty in council."

The motion was seconded by Sir William Moleworth, and after a debate of several hours, which was supported on one side by Sir John Miller, Captain Bertie, General Norton, Mr. Martin, Mr. Loveden, Mr. Drake, &c. and on the other by Mr. Grenville, Lord Apsley, and Lord Hood, the house divided upon the previous question, noes 220, ayes 169.

On the 22d of March a proclamation was issued to recall all British seamen from foreign service; and prohibiting all masters of ships, pilots, mariners, seamen, shipwrights, and all other seafaring men whatsoever, natural born subjects of Great Britain, from entering into foreign service without licence, &c.

In May, Captain Isaac Coffin,* of the *Thïsbe* frigate, on the American station, was tried by a court-martial held at Halifax on board his Majesty's ship *Dido*, it was composed of the following members:

Captain Charles Sandys, President,	
Sir James Barclay, Bart.	Paul Minchin.
Samuel Hood,	Edward Buller.

The charge was exhibited against Captain Coffin, by some of his officers, for bearing false musters, in keeping on his books two sons of Lord Dorchester, and his own nephew, who it appeared were not on board conformable to the rules of the service. The charge was proved; but it appearing to the Court that it was grounded chiefly on private pique and resentment against Captain Coffin, without any intention of defrauding his Majesty, which they were clearly of opinion took off a great part of the crime of false muster; it sentenced him only to be dismissed from the command of the *Thïsbe*. Upon the arrival of Captain Coffin in England, and the sentence of the court-martial made known to the board of admiralty, it was so highly disapproved of by Earl Howe, the then first lord, from its not being agreeable to the spirit of the 31st

* At present Commissioner of his Majesty's dock-yard at Sheerness.

article of war, which says, "Every officer, or other person in the fleet, who shall knowingly make, or sign a false muster, or muster book, &c. upon proof of any such offence being made before a court-martial, shall be cashiered, and rendered incapable of further employment in his Majesty's naval service." The board of admiralty accordingly took upon them to give an order to strike Captain Coffin's name off the list of post captains. A.D.
1788

This proceeding was considered so arbitrary, that Captain Coffin had his case laid before his Majesty, who was pleased, with the consent of his privy council, to direct the twelve judges to give their opinion, Whether the Admiralty have a power of setting aside the judgement of a court-martial?

The following was the opinion of the judges:

"To the King's Most Excellent Majesty.

"*May it please your Majesty.*

"In obedience to the order of your Majesty in council, we have taken into our consideration the charge exhibited against Isaac Coffin, Esq. the sentence of the court-martial, and also the resolution of the board of admiralty thereupon.

"And we are of opinion that the said sentence is not legal; and that the punishment directed to be inflicted by an act of the 22d of the reign of his late Majesty King George the Second, cap. 33, upon persons convicted of the offence specified in the 31st article of war, established by the said act, cannot be inflicted, or judgement thereupon be pronounced, or supplied by any other authority than that of the court-martial which tried the offender.

Signed,	"Kenyon,	Loughborough,
	Eyre,	Buller,
	Gould,	Ashurst,
	Hotham,	Wilson,
	Grosse,	Thompson.

Captain Coffin was accordingly reinstated in his rank as post captain in the navy.

The Russians and Swedes having commenced hostilities; on the 17th of July, a most desperate and bloody battle was fought between their fleets in the Gulf of Finland.

A. D. 1788 The fleet of Russia was composed of the following ships, under the command of Admiral Greig.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Rostislaff - -	108	{ Admiral Greig. Captain Ozendoff.
Milislaff - -	74	Capt. Mouloffsky.
St. Peter - -	74	Capt. Dennison.
Wiadislaff - -	74	Capt. Bergh.
St. Helena -	74	{ Rear Ad. Spiridoff. Capt. Breyn.
Kir Islan - -	74	{ Rear Ad. Van Dissen. Capt. Tet.
Jarfolaff - -	74	Capt. Bicks.
Woelaff - -	74	{ Rear Ad. Kossaninoff. Capt. Macaroff.
Joan Bohosloff -	74	Capt. Warland.
Isislaff - -	66	Capt. Kartzoff.
Rodislaff - -	66	Capt. Trevenon.*
Diris - -	66	Capt. Kakasoff.
Damet Estafia -	66	Capt. Boronoff.
Victor - -	66	Capt. Obolianinoff.
Mezislaff - -	66	Capt. Borisoff.
Weichslaff - -	66	Capt. Elphinstone.†
Boislaff - -	66	Capt. Denis.

In all 17 ships of } 1,228 guns.
the line - }

Frigates.

Podagrislaff -	36	Capt. Lomen.
Briantikislaff -	32	Capt. Sincawen.
Piramislaff -	32	Capt. Seivers.
Slawn - -	32	Capt. Chichoicoff.
Nadechte Blahopoloutchia	32	Capt. Lolyrest.

* This gentleman was a lieutenant of the British navy, and served as a midshipman under Captain Cook, on his last voyage to the South Seas. He was mortally wounded in the action with the Swedes off Wybourg. His character in public and private life, stood high in estimation.

† Second son to the late Captain John Elphinstone, who had been an admiral in the Russian service.

Wosmislaff

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>	<i>A. D.</i>
Wofmiffaff,	- 32	Capt. Lifofskoy.	1788
Miffilawety,	- 28	Capt. Slomontoff.	

Bomb Ketches.

Lechtouche,	-	Capt. Shot.
Neva,	-	Capt. Bro-onn.

Transports.

Smelay	-	8	Capt. Srewnens.
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The Swedish fleet, under the command of the Duke of Sudermania, brother to the King.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Gustavus the Third,	- 68	His R. H. Duke Charles. His Exc. Count Weangel. Capt. Nordenschold, Flag- Capt. Klint. [Capt.
Enigheton,	- 70	Capt. Eneschold.
Prince Gustaf,	- 68	Count Wachmeister.
Sophia Magdalena,	- 68	Capt. Linderstedt.
Hedvig Eliz. Charlotta,	60	Capt. Modee.
Omheton,	- 60	Capt. Krusenskierna.
Rathwifon,	- 60	Capt. Eust.
Dygden,	- 60	Baron Rabb.
Wafa,	- 60	Count Horn.
Faderneffland,	- 60	Capt. Kuylenstiena.
Aran,	- 60	Capt. Hiringschold,
Forfigtigheten,	- 60	Capt. Fahlstedt.
Prince Charles,	- 60	Capt. Pfilanderhielm.
Prince Fred. Adolphus,	60	Capt. Leyonancher.
Prince Gus. Adolphus,	60	Capt. Christiernan.

In all 15 fail of the line, 934 guns.

Frigates.

Griffin,	-	44	Capt. Van Horn.
Camilla,	-	40	Capt. Dufa.
Troga,	-	40	Capt. Puke.
Minerva,	-	40	Capt. Nauckhoff.
Thetis,	-	40	Capt. Wollin.

Frigates to repeat Signals, and small Vessels.

Jaramas,	-	32	Capt. Billing.
Jeroflaw,	-	32	Capt. Hokeflycht.

Sprengporten

A.D. 1788	Sprengporten,	-	26	Capt. Sterling.
	Trolle,	-	26	Capt. Gyslenschoold.
	Hector,	-	22	Lieut. Kullenberg.
	Patriot,	-	18	Capt. Wirgen.
	Esplendion,	-	16	Lieut. Ekholm.

The Russians, in addition to their great superiority in force, had likewise the advantage of the wind, while any lasted; for at one time it fell a stark calm. The action did not commence until five o'clock in the afternoon; and so great was the fury of the combatants, that in two hours so many ships were disabled on each side, that they were mutually obliged to lie by to refit, in order to prepare for a renewal. At eight o'clock the battle was renewed with apparently a fresh accession of rage on both sides. Nothing could exceed the dreadful violence of the action, or the fury and determined obstinacy with which it was maintained. The darkness was so great, that the knowledge of each ship was in a great measure confined to her own sphere of action; so that ignorant of, and inattentive to, what was passing elsewhere, she fought as if all depended upon herself individually; and as if victory or destruction were the only alternative. The Swedes seem to have had much the advantage in this latter action, to which the unequalled exertions of the gallant Count Horne, in extricating the Duke of Sudermania, when surrounded and overlaid by a great superiority of hostile force, not a little contributed. Every body regretted that neither this nobleman, nor his two brave associates, the first and second captains, by whom he was nobly seconded, should have survived to enjoy that glory which they so heroically purchased. This last bloody encounter continued two hours. At ten o'clock the disorder and confusion, together with the total ignorance on each side of their friends or their adversaries state, all produced by the darkness, with the severe loss and general damage which the ships sustained, obliged the exhausted combatants to withdraw from the scene of action. Several of the Swedish ships had likewise expended all their ammunition, and there was not a sufficiency left, in any part of the fleet, to afford them an adequate supply for a fresh attack. The victory was claimed by both sides, and each bore an honourable trophy of its claim. The Wiadisloff, of 74 guns, and 783 men, struck to the Duke of Sudermania. On the other hand, the Prince Gustaf,

Gustaf, of 68 guns, was taken by the Russians. The loss of men on both sides must have been very great. In a few days after this action Admiral Greig put to sea with a great addition of force, and suddenly fell upon the Swedish fleet while at anchor in the road of Swenbourg. The consternation and surprize of the Swedes was so great, that before they could get under the protection of the forts, the Gustavus Adolphus was taken by the Russians and burnt. A.D. 1788

In the year 1790, a still more desperate battle was fought between the Russian and Swedish fleets, in the Gulf of Wibourg, in which the Swedes lost nine ships of the line, three frigates, and upwards of 20 gallies. In this action Sir Sidney Smith* was an attendant on the King of Sweden. The Russians also suffered severely, many of their best officers fell. The slaughter was particularly fatal to the British officers in that service. Captain Denison and Trevenon were killed; Captain Marshal, in gallantly attempting to board one of the enemy's ships, fell into the sea and was drowned. Captains Aikin and Miller were desperately wounded.

On the 7th of October, a court-martial was held at Portsmouth, on Captain Dawson, of the Phaeton frigate, at the instance of Mr. Wilkie, the master, on a variety of charges, the greatest part of which were judged by the court ill-grounded, scandalous, malicious, and subversive of all good government and discipline in the navy; but part of the 10th, 11th, 12th, and part of the 14th, were fully proved; and therefore the sentence of the court was, that Captain Dawson be dismissed from his Majesty's service.

On the 28th a court-martial was held on board the Edgar at Portsmouth, to try Lieutenants Wall and Lucas, of the Phaeton frigate, for suffering themselves to be beaten by the surgeon, Mr. W. Wardrobe, (under sentence of death for striking his superior officer while on duty,) without punishing or calling him to account for his conduct. The prosecutor was the third lieutenant, supported by the master. The beating was proved; but it likewise was proved, that the surgeon, in the course of service, having received a con-

* In this action Sir William Sidney Smith served as a volunteer on board a yacht belonging to the King of Sweden; and it is said for the judicious advice which he gave to the Duke of Sudermania, Sir Sidney obtained the military order of the sword.

A.D. 1788 tusion in his head, was a maniac when he was in liquor; but a man of quiet temper and consummate skill in his profession, when sober, which had inclined Lieutenant Wall, (who had the command of the ship when the fatal quarrel happened, in which he was struck,) from a principle of humanity to forgiveness, in which he had been seconded by Lieutenant Lucas from the same motives; a lenity which however commendable as private gentlemen, was reprehensible in the extreme as officers, as dangerous to the service in his Majesty's navy. Thus circumstanced, they threw themselves on the mercy of the court, hoping, that should they be thought guilty, in shewing too great lenity to an unhappy man, in compassion to his more unhappy family, (having a wife and several small children entirely dependent on his pay, in Scotland) a little of that lenity they may be blamed for shewing to others, may be extended to themselves.

In August a dreadful hurricane arose in the West-Indies, which was particularly felt at Dominico and Martinique. Several vessels were lost, and many souls perished on shore and afloat.

The Vestal frigate, commanded by Captain Sir Richard John Strachan sailed from Spithead, having on board Lord Cathcart, who was going out as ambassador to the emperor of China. His lordship was in a bad state of health when he embarked; he continued to grow worse daily until the ship's arrival in the Straits of Banca, when his lordship died. Upon which Sir Richard Strachan returned to England.

On the 15th of November, the Andromeda frigate, commanded by his Royal Highness Prince William Henry, arrived in Port Royal Harbour, Jamaica. The whole house of assembly waited on his Royal Highness with their congratulations; and on the 2d of December they voted a thousand guineas to be laid out in the purchase of an elegant star, ornamented with diamonds, to be presented to his Royal Highness Prince William Henry, his Majesty's third son, as "an humble testimony of the very high respect and
 "esteem that island entertains for his eminent virtues, and
 "the happiness they feel in seeing him amongst them; as
 "well as of the grateful sense they have of the particular at-
 "tention which his Royal Highness pays to the duties of a
 "profession,

“ profession, which is the support and defence of the British D. A.
 “ empire in general, and of that island in particular.” 1788

His Royal Highness received that mark of the assembly's regard in a manner that gave general satisfaction.

Early in this year, the works which were carrying on at Cherbourg were almost entirely destroyed in a most violent gale of wind. The French government abandoned the project of repairing them, from a representation of the principal engineers employed, who discovered that on the rock on which the cones were sunk, was three or four feet of sand, of course the weight of these enormous machines made the sand at different times give way, so that they could not keep their level. Nearly two hundred thousand pounds had been expended on this stupendous rock.

Supplies granted by parliament for sea service.

1789

	<i>l.</i>	<i>s.</i>	<i>d.</i>
For 20,000 men, including 3860 } marines, at 4 <i>l.</i> a man per month,	1,040,000	0	0
For the ordinary, including half-pay } to sea and marine officers,	713,000	0	0
For buildings, repairs, &c. -	575,570	0	0
Total navy, - - -	£ 2,328,570	0	0
Total supplies for the year, -	£ 11,293,036	6	11½

Flag Officers employed.

Portsmouth,			
<i>Officers.</i>	<i>Rank.</i>	<i>Ships.</i>	<i>Guns.</i>
Lord Hood,	Vice Ad. of the Blue,	Barfleur,	98
Plymouth,			
T. Graves, Esq.	Vice Ad. of the Blue,	Impregnable,	98
Mediterranean,			
Philip Cosby, Esq.	Commodore,	Trusty,	50
Fitting for Mediterranean,			
J. Peyton, Esq.	Rear-Ad. of the White,	Leander,	50
America,			
Sir R. Hughes,	Rear-Ad. of the Red,	Adamant,	50
		Newfoundland,	

A.D.	Newfoundland,		
1789	M. Milbank, Esq. Vice-Ad. of the Red,	Salisbury,	50
	Leeward Islands,		
	William Parker, Esq. Commodore,	Jupiter,	50
	Jamaica,		
	Alan Gardner, Esq. Commodore,	Europa,	50
	East-Indies,		
	Hon. W. Cornwallis, Commodore,	Crown,	64

On the 9th of February Commodore Cornwallis sailed from Spithead for the East-Indies. The squadron consisted of the following ships:

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Crown,	- 64	{ Hon. W. Cornwallis, Commodore Capt. James Cornwallis
Phoenix,	- 36	— John Byron
Perseverance,	- 36	— Isaac Smith
Atalante,	- 14	— Maurice Delgarno.
Ariel,	- 14	Lieutenant R. Moorsom, acting.

On the 19th of May, his Royal Highness Prince William Henry was created Duke of Clarence and St. Andrews in Great Britain, and Earl of Munster, in Ireland.

On the 25th of June their Majesties, with the three elder Princesses left Windsor on their journey to Weymouth, where they arrived on the 30th. The Magnificent, of 74 guns, commanded by Captain Richard Onslow, and the Southampton frigate, of 32 guns, Captain Andrew Snape Douglas, with several of the men of war's barges and cutters sent from Portsmouth, were ordered to attend their Majesties. On the morning of the 9th of July, the Royal Family, with their suite, embarked on board the barges, and were rowed into Portland road. The barge which carried their Majesties, was steered by the first lieutenant of the Magnificent. As soon as the barge opened Portland Point, the ships in the road fired a royal salute of twenty-one guns each. Towards noon their Majesties returned to Weymouth. On the 14th the Royal Family went on board the Southampton; Captain Douglas instantly got under weigh, and stood out of the Bay into the Channel.

nel. After sailing round Portland, and cruizing a little in the Channel, she returned about two o'clock in the afternoon, and their Majesties landed at the pier. During the residence of the Royal Family at Weymouth, they made frequent excursions on board the Magnificent and Southampton. A.D. 1789

On the 13th of August the Royal Family set off for Plymouth; for which port the Magnificent and Southampton sailed the same day.

On the 15th their Majesties arrived at Saltram house, the seat of Lord Borringdon. On the 17th the Royal Family went to Plymouth, and alighted at Commissioner Laforey's house in the dock-yard, where they were received by the Earls of Chesterfield, Chatham, and Howe. After taking some little refreshment, their Majesties and suit went on board the Impregnable, of 90 guns, Rear-Admiral Sir Richard Bickerton. As soon as the royal standard was displayed from the Impregnable's mast head, a royal salute was fired from all the ships in the harbour, and in the Sound. The citadel and other forts paid the same respect.

As soon as their Majesties left the Impregnable, the standard and admiralty flags were hauled down, and in their stead, in less than a minute, the ship was dressed with a variety of colours.

The royal barge was attended both from and to the shore, by a very handsome cutter, rowed by six fine young women, all habited in loose white gowns, with nankeen face-guards, and black bonnets, each wearing across her shoulders a royal purple sash, with LONG LIVE THEIR MAJESTIES written upon it in letters of gold.

On the 18th, about eight in the morning, his Majesty went on board the Southampton, lying in the Sound; and at half after nine she got under weigh and proceeded into the Channel, where a squadron of ships of the line, under the command of Captain Goodall, had sailed early in the morning, for the purpose of exhibiting to his Majesty some naval evolutions. When the Southampton had weathered the Mewstone, she descried the fleet and fired one gun; upon which it formed into two separate lines of battle. Captain Macbride, in the Cumberland, with three other ships, formed a line a-head, supposed for the enemy.

Captain Goodall, in the Carnatic, also formed the line with

A.D. 1789 with the other ships.* As soon as he got up with the enemy's rear, he engaged.

The next ship passed to windward, and attacked the next ship a-head, and so on till the rear ship of the British line was opposite the van of the enemy.

When the Southampton came in full view of the fleet, a royal salute was fired from each ship; after this ceremony was ended, and the captains having been introduced to his Majesty, the dispositions were made for an action between the two divisions. They manœuvred for some time upon different tacks, in order to bring each other to action, the engagement began with a most furious cannonade between the two commanders, which soon became general.

In about a quarter of an hour, both fleets wore to the westward, the first or enemy's line gave way, and were furiously assailed by the second, and covered in their flight by Captain Macbride, the commodore, who having reformed his line, wore round upon the larboard tack and renewed the action with fresh vigour. This continued till half after one, when they were a second time obliged to give way. Soon after both divisions formed into the order of sailing, and his Majesty returned to Plymouth about half after three, highly pleased with his excursion, under a salute from the ships and forts. His Majesty having visited the citadel, dock-yard, all the public offices, and several of the noblemens' and gentlemens' seats in the environs of Plymouth, on the 26th set off for Weymouth.

Before his Majesty's departure from Plymouth, he was graciously pleased to confer the honour of knighthood on Captain Thomas Byard, of the Impregnable, who had the honour to steer his Majesty's barge.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
* Carnatic,	74	{ Commodore Goodall
		{ Capt. John Ford
Cumberland,	74	— John Macbride
Bedford,	74	— Robert Mann
Colossus,	74	— H. C. Christian
Culloden,	74	— Sir T. Rich
Magnificent,	74	— Onslow
Edgar,	74	— C. Thompson
Bellona,	74	— F. Hartwell
Director,	64	— T. West
Scipio,	64	— S. Lutwidge
Hebe,	38	— E. Thornborough
Southampton,	32	— A. S. Douglas
Termagant,	16	— J. Salisbury

On

On the 23d of August, the Vanſittart East India ship, Captain Wilſon, outward bound to China, was loſt in the Straights of Banca, by ſtriking on a reef of coral rocks. The crew excepting ſix, were ſaved by the Nonſuch and General Elliot; ſhe had on board a great quantity of treaſure; 40 cheſts of which were ſaved, containing about 40,000*l*.

A.D.
1789

Narrative of the Voyage undertaken by Lieutenant William Bligh, in his Maſteſty's ſhip the Bounty, to the South Seas, in the years 1787, 1788, 1789, for the purpoſe of collecting the Bread-fruit Plants; with an account of the Mutiny on board that ſhip.

The merchants and planters of the Weſt India iſlands, having repreſented to his Maſteſty, that an eſſential benefit might be derived by introducing the bread fruit as an article of food for the inhabitants of thoſe iſlands. His Maſteſty was graciously pleaſed, to direct the board of admiralty to equip a ſhip for this purpoſe. Accordingly one proper for ſuch a voyage was purchaſed, and fitted up in a moſt commodious manner to receive the plants. She was named the Bounty, her burden about 215 tons, and the command conferred on lieutenant William Bligh, who had failed as maſter with Captain James Cook, on his voyage of diſcoveries. The whole crew conſiſted of 46.

On the 4th of November 1787, the Bounty arrived at Spithead, and on the 24th of the ſame month, Mr. Bligh received his final orders from the admiralty, which were to proceed round Cape Horn to the Society iſlands, there to take on board as many of the bread fruit trees and plants as may be thought neceſſary, from thence to proceed through Endeavour Straights, to Princes iſland in the ſtraights of Sunda, or if it ſhould be more convenient, to paſs on the eaſtern ſide of Java, to ſome port on the north ſide of that iſland, where any bread-fruit trees which may have been injured, or have died, may be replaced by mangoſteens, duriens, and other fruit trees of that quarter, as well as the rice plant which grows upon dry land. From Princes iſland, or the iſland of Java, to return by the Cape of Good Hope to the Weſt Indies, and depoſit one half of the trees and plants at his Maſteſty's botanical garden at St. Vincent, for the benefit of the Windward iſlands; then to go on to Jamaica, and having delivered the remainder

A. D. to Mr. East, or such person or persons as may be authorized
1789 by the governor and council to receive them, to refresh the people and return to England.

As the season might be too far advanced for effecting a passage round Cape Horn; the admiralty gave Mr. Bligh discretionary orders in this case, to go round the Cape of Good Hope.

On the 23d of December, the *Bounty* sailed from Spithead. On the 6th of January 1788, she anchored in Santa Cruz road on the island of Teneriff. On the 10th, having taken on board wine and other refreshments, Mr. Bligh proceeded on his Voyage. On the 20th of March the coast of Terra del Fuego was discovered; from this time they began to experience very tempestuous weather, the winds in general blowing with great violence from the westward, attended with frequent snow and hail-storms. Mr. Bligh struggled with great perseverance against these troubles for thirty days; and then came to the resolution of bearing away for the Cape of Good Hope; where he arrived on the 23d of May. While at the Cape, Mr. Bligh procured such plants and seeds as he thought would be valuable at Otaheite, or any other place at which he might stop. On the 1st of July, he sailed from the Cape, and shaped his course for New Holland; the southern promontory of which he made on the 19th August. The next day he anchored in Adventure Bay; here the ship was refitted; the only fresh water to be procured, was what had lodged in deep pits and gullies after the rainy season; it was found perfectly sweet and good.

This part of the coast of New Holland abounds in large forest trees, some running to the height of 150 feet; one in particular which was seen by the *Bounty's* people, measured 32 feet in the girth. The wood of these trees is in general firm, but of too heavy and solid a nature for masts; though it might answer extremely well for ship building. On the trunk of a decayed tree was observed to have been cut with a knife, the letters, "A. D. 1773," which is supposed to have been done by some of Captain Furneaux's people who were at this place in the March of that year.

The natives who were seen, were perfectly naked, extremely wild, but inoffensive, Mr. Bligh held out every friendly

friendly encouragement to have an intercourse with them, but without effect. A. D. 1789

Previous to their leaving Adventure Bay, Mr. Nelson the botanist planted some apple and other fruit trees, and sowed various kinds of seeds. On the 4th of September they sailed from hence, and steering to the S. E. arrived on the 26th of October in Matavai Bay, in the island of Otaheite.

Mr. Bligh immediately set about executing the object of his voyage; for which purpose the botanists were sent on shore, in search of, and to collect the bread fruit plants, in which they found no difficulty, receiving every assistance from the natives, with whom the greatest friendship and intimacy subsisted during their continuance at this island.

On the 31st of March 1789, having collected as many of the trees and plants as could be conveniently stowed, they were taken on board to the number of 1015, contained in 774 pots, 39 tubs, and 26 boxes; besides several other plants of various descriptions. The Bounty being now ready for sea, Mr. Bligh made the farewell presents to his friends, many of whom expressed a great desire to accompany him to England, and shewed evident signs of regret at their departure.

On the 4th of April, they took a last and affectionate leave of their hospitable Otaheite friends, and put to sea; pursuing nearly the same track to the Friendly islands with former navigators; on the morning of the 10th, an island and several small keys near it were discovered; the island had a most beautiful appearance, it was covered with cocoa nut and other trees, interspersed with beautiful lawns. The next day a canoe came off with some of the natives, who were extremely familiar, and spoke a similar language to those of Otaheite. They said the island was called Wytootackee. Its circumference is about 10 miles; latitude $18^{\circ} 50'$ south, longitude $200^{\circ} 19'$ east. Leaving this island, they proceeded for the Friendly islands, and on the 23d anchored at Annamooka; at this place Mr. Bligh saw an old man, who he remembered when he was here with Captain Cook in the year 1777, from whom he learnt that several of the cattle which had been then left were still alive and had bred. M. Bligh had also the satisfaction to see that most of the seeds which had been sown at that time,

A.D. 1789 had succeeded, especially the pines, of which fruit the natives were very fond.

On the 27th, having completed taking on board wood and water, and procured some bread fruit plants to replace those which were dead or sickly, they sailed from Annamooka.

A scene as unexpected as deplorable was now about to present itself, which rendered the object of the voyage, after all Mr. Bligh's exertions ineffectual. A conspiracy had been formed with so much secrecy and circumspection, as not to give the least suspicion of the distress into which himself, with many others were soon likely to be involved. On the morning of the 28th of April, just before sun-rise, Mr. Christian, one of the mates, (who had for some time been entrusted with the charge of the third watch) accompanied by the master at arms, gunner's mate, and Thomas Burkett, a seaman, entered Mr. Bligh's cabin while he was a-sleep, and seizing him, bound his hands behind his back, at the same time threatening instant death if he resisted or made the least noise. Not intimidated by their threats, Mr. Bligh resolutely called out for assistance, but the mutineers had taken care previously to secure all those who were not concerned in their diabolical scheme. They then pulled him from his bed, and forced him upon deck with nothing on him but his shirt, where a guard was placed over him. The boatswain was ordered to hoist the launch out, which being done, Mr. Hayward and Mr. Hallet midshipmen, Mr. Samuel the clerk, with some others were directed to go into her. Mr. Bligh frequently remonstrated with his people on the impropriety and violence of their proceedings, and endeavoured to persuade them to return to their duty; but all his efforts proved ineffectual: the only reply he could obtain was—"hold your tongue" "Sir, or you are dead this instant."

The officers who were confined below, were next called upon deck and forced into the boat. The mutineers were some time undecided whether they should detain the carpenter or his mate; at length after much altercation, it was determined that the carpenter should go into the boat; and it was not without much opposition that they permitted him to take his tool chest with him. Upon which some of them swore, that "he (meaning Mr. Bligh) would find his way home if he gets any thing with him, and that he would

“ would have a vessel built in less than a month.” While others turned their miserable situation into ridicule, little expecting from the boat being so deep and crowded, that she could long keep the sea. All those now being in the boat who were intended to accompany their unfortunate commander; Christian addressed him, saying—
 “ Come, Captain Bligh, your officers and men are now in the boat, and you must go with them; if you attempt to make the least resistance you will instantly be put to death.” He was then forced over the side and his hands unbound. When they were putting him out of the ship, Mr. Bligh looked steadfastly at Christian, and asked him, if this treatment was a proper return for the many instances he had received of his friendship? At this question he seemed confused, and answered with much emotion—
 “ That, Captain Bligh,—that is the thing;—I am in hell—I am in hell.”

The boat was veered a-stern, and soon after cast a-drift, amidst the ridicule and scoffs of these deluded and unthinking men; whose general shout was “ Huzza for Otaheite.” The armourer and carpenter’s mates called to Mr. Bligh and begged him to remember that they had no hand in the transaction, and some others seemed to express by their manner a contrition for having joined in the mutiny.

As no complaints had been made, or dissatisfaction shewn, Mr. Bligh was at a loss how to account for this sudden and unexpected change in the disposition of his people; unless it arose from the temptations held out to them by the chiefs of Otaheite, who were much attached to the English, and allured them by promises of large possessions if they would remain behind; this in addition to the connection which they had formed with the women, whom Mr. Bligh describes as handsome, mild and cheerful in their manners and conversation; possessed of great sensibility, and having sufficient delicacy to make them admired and beloved. It cannot therefore be matter of much surprise, that young men hurried away by their sensual passions, and having perhaps no particular ties in their native country, should prefer Otaheite to England.

The following are those turned a-drift with Mr. Bligh in the boat.

John Fryer, master.

O. 3

Thomas

A. D.
1785

A.D. 1789 Thomas Ledword, acting surgeon; he was never heard of after Mr. Bligh left Batavia.

David Nelson, botanist; died at Batavia.

William Peckover, gunner.

William Cole, boatswain.

William Purcell, carpenter.

William Elphinstone, master's-mate; died at Batavia.

Thomas Hayward, } midshipmen.

John Hallett,

John Norton, quarter-master; killed by the natives at Tofoa.

Peter Linkletter, quarter-master; died at Batavia.

Lawrence Lebogue, sail-maker.

John Smith, cook.

Thomas Hall, ditto; died at Batavia.

George Timpson, quarter-master's mate.

Robert Lamb, butcher; died at Batavia.

Robert Tinkler, boy.

A list of the mutineers who remained on board of the Bounty.

Fletcher Christian, master's-mate.

Peter Hayward, } midshipmen.

Edward Young,

George Stewart,

John Mills, gunner's mate.

James Morrison, boatswain's mate.

Charles Norman, carpenter's mate.

Thomas M'Intosh, carpenter's crew.

Charles Churchill, master at arms.

Joseph Coleman, armourer.

William Brown, gardiner; and 14 able seamen.

Before the boat was cast off, Mr. Bligh begged that some arms might be handed into her; but these unfeeling wretches laughed at him, and said "he was well acquainted with the people among whom he was going, and therefore did not want them." They, however, threw four cutlasses into the boat.

Their whole stock of provisions consisted of 150 pound of bread, 16 pieces of pork, 6 quarts of rum, with 28 gallons of water; there were also four empty barrecoes in the boat. The boatswain had been allowed to collect a small quantity of twine, some canvas, lines, and cordage.

Mr.

Mr. Samuel the clerk, had been also permitted to take A.D. 1789
a quadrant and compass; but he was forbidden on pain of death to touch either chart, ephemeris, book of astronomical observations, sextant, time-keeper, or any of the surveys or drawings which Mr. Bligh had been collecting for fifteen years. Mr. Samuel had the good fortune to secure Mr. Bligh's journal and commission, with some other material ship papers.

At the time the boat left the ship, they were about 10 leagues from Tofoa. Mr. Bligh's first determination was to steer for this place, to seek a supply of bread fruit and water, from thence to proceed to Tongataboo, and there to solicit the king to suffer him to equip the boat, and grant them such a supply of water and provisions, as might enable them to reach the East Indies. Arriving at Tofoa, they found the natives unfriendly and hostile; and availing themselves of the defenceless state of the English, attacked them violently with stones, so that the supply they got here was very scanty. It was indeed with some difficulty, they escaped being entirely cut off by the natives; which most probably would have been the case, had not one of the crew (John Norton) resolutely jumped on shore and cast off the stern-fast of the boat; this brave fellow fell a sacrifice to preserve the lives of his companions; he was surrounded and inhumanly murdered by these savages.

The reception they met at Tofoa, gave them little encouragement to touch at Tongataboo; as it was evident that the former good behaviour of these people proceeded more from the dread of fire arms, than a natural disposition to be friendly.

It now seemed the general wish of all in the boat, that Mr. Bligh should conduct them towards home. He pointed out to them that no hopes of relief remained, excepting what might be found at New Holland, or the island of Timor, which was at the distance of full 1200 leagues; and that it would require the greatest œconomy to be observed, with regard to the scanty allowance which they had to live upon for so long a voyage. It was therefore agreed by the whole crew, that only an ounce of bread, and a quarter of a pint of water should be issued to each person per day. After Mr. Bligh had recommended to them in the most solemn manner, not to depart from the promise
O 4 they

A.D. 1789 they had made; he on the 2d of May bore away, and shaped his course for New Holland, across a sea little explored, in a boat only 23 feet in length, 6 feet 9 inches in breadth, and 2 feet 9 inches deep, with 18 persons on board, and heavy laden. The next day they encountered a violent storm, the boat shipped such a quantity of water, that it was by great exertions and with the utmost difficulty she could be kept a-float. The day following it moderated. On the 5th, they saw and passed a cluster of islands, continuing their course to the N. W. Hitherto they had not been able to keep any other account than by guess; but had now succeeded in getting a log-line marked, and by a little practice, some could count the seconds with a tolerable degree of exactness. The miserable and confined state in which they were, induced Mr. Bligh to put his crew to watch and watch, so that one half might be on the look out, while the others lay down in the boat's bottom, or upon a chest; even this gave but a trifling alleviation to their sufferings; being exposed to constant wet and cold, and not having room to stretch their limbs, they became often so dreadfully cramped, as to be incapable of moving them.

On the 7th, another group of islands was seen, from whence they observed two large canoes in pursuit of them, one of which at four o'clock in the afternoon, had arrived within two miles of the boat, when she gave over the chase and returned in shore. Mr. Bligh imagined from the direction and vicinity to the Friendly Islands these must have been the Feejee Islands.

On the 8th, the weather was moderate and fair, which gave them an opportunity to dry their clothes, and clean out the boat. Mr. Bligh also amused the people, by relating to them a description of New Guinea and New Holland, with every information in his power, that in case any accident happened to him; the survivors might be able to pursue their course to Timor; which place they before knew nothing of except by name.

On the 10th, the weather again began to be extremely boisterous, with constant rain, and frequent thunder and lightening; the sea was so rough, as often to break over the boat; so that they were for ever bailing, and often in imminent danger of perishing; in addition to their misfortunes, the bread was damaged by the salt-water; their clothes

clothes never being dry, they derived no refreshment from the little rest they sometimes got; and many were so benumbed and cramped by the cold, that they were afflicted with violent shiverings and pains in the bowels. As the weather still continued tempestuous, Mr. Bligh, as an expedient, recommended it to every one to strip, and wring their clothes in the salt-water, which had a good effect, and produced a warmth, that while wet with the rain they could not have.

On the 14th May, they saw a number of islands, which appeared to be a new discovery, but as they lie so near the New Hebrides, they may be considered as a part of that group. Their lat. from $13^{\circ} 16'$ to 14° south, long. $110^{\circ} 67' 17'$ to $168^{\circ} 34'$ east from Greenwich, to these they gave the name of Bligh's Islands.

On the 24th, it was thought necessary to reduce their already miserable pittance; it was accordingly agreed that each person should receive one 25th part of a pound of bread for breakfast, and the same quantity for dinner; so that by omitting the allowance for supper, they would have 43 days provisions.

The next day they saw several Noddies and other sea fowl, some of which they were so fortunate as to catch, and served them out as a part of the allowance. The sight of these birds indicated their being in the neighbourhood of land. The weather was now more serene; but even this became distressing to them; the heat of the sun was so intense, that many of the people were seized with a languor and faintness, which made life indifferent. At one in the morning on the 29th, breakers were discovered about a quarter of a mile distant under their lee, they immediately hauled off and were soon out of danger. At daylight, they again stood in and discovered the reef, over which the sea broke furiously. Steering along the edge of it, an opening was soon observed, through which the boat passed; a small island which lay within the reef of a moderate height, Mr. Bligh named Island of Direction, as it serves to shew the entrance of the channel; its latitude is $12^{\circ} 51'$ south. As they advanced within the reef, the coast of New Holland began to shew itself distinctly. They landed in a fine sandy bay on an island near the main, here they found plenty of oysters, water and berries, which to men in their deplorable condition, were

A.D. 1789 were looked upon as luxuries. After a more comfortable repose than they had experienced for many nights, they were preparing the next day to depart, when about twenty natives made their appearance on the opposite shore, running and hallooing, at the same time making signs to land. Each was armed with a spear or lance; several others were seen peeping over the tops of the adjacent hills. Mr. Bligh finding that he was discovered, judged it most prudent to make the best of his way to sea. He named the island on which they landed Restoration island; as it was not only applicable to their own situation, but the anniversary of King Charles's restoration when it was discovered; its observed latitude $12^{\circ} 39'$ South.

As the boat sailed along the shore, many other parties of the natives came down, waving green boughs as a token of friendship; but Mr. Bligh, suspicious of their intentions, would not venture to land. These people were naked, with black and woolly hair.

On the 31st they landed on a small island, in order to get a distinct view of the coast; from thence, after making a hearty meal on oysters, they again put to sea, steering along the shore, often touching at the different islands and keys to refresh themselves, and get such supplies as they afforded. On the evening of the 3d of June, they had passed through Endeavour Straits, and were once more launched into the open ocean, shaping their course for the island of Timor, which they were encouraged to expect they might reach in eight or ten days. A continuance of wet and tempestuous weather, affected even the stoutest among them to such a degree, from incessant fatigue, that many shewed evident signs of approaching dissolution. Mr. Bligh used every effort to revive their drooping spirits, and comforted them with a hope that they would soon arrive at a port where their distresses would be relieved.

At three o'clock in the morning on the 12th of June, to their inexpressible joy, the island of Timor was discovered; and on the 14th they arrived at the Dutch settlement of Coupang. Nothing could exceed the friendly and hospitable reception they met with from the governor, Mr. Van Este, who was lying almost at the point of death; he regretted that his infirmity should prevent him from officiating as a friend himself, but assured Mr. Bligh that he would give such orders, as should procure him and his fellow sufferers

ferers every assistance in his power; he accordingly committed them to the care of Mr. Wanjen, his son-in-law, who, with the other principal persons of Coupang, rendered their situation comfortable during the time they staid among them. A.D. 1789

Mr. Bligh presented to the governor a formal account of the loss of the *Bounty*; and a requisition in his Majesty's name, that instructions might be sent to all the Dutch settlements, to stop the ship if she should touch at any of them; with a list and description of the mutineers.

A short time after their arrival at Coupang, by the humane and kind attention of the Dutch inhabitants, they had so much recovered their health and strength, that Mr. Bligh purchased a schooner for 1000 rix dollars, to convey them to Batavia before the October fleet should sail for Europe. This vessel was named the *Resource*; and by the assistance and friendship of Mr. Wanjen, (to whose liberal and hospitable treatment they were all much indebted,) Mr. Bligh was able to procure four brass swivels, fourteen stand of arms, and some ammunition, which was necessary to protect them against the pirates who infest the coast of Java.

On the 20th of July, Mr. David Nelson, the botanist, died of an inflammatory fever; he was a man much respected, and of great scientific knowledge. This was his second voyage to the South Seas in the capacity of botanist.

The schooner being ready for sea, on the 30th of August Mr. Bligh and his crew took an affectionate leave of their benefactors, and sailed from Coupang, with the launch which had preserved their lives, in tow.

On the 1st of October they arrived in Batavia road. The next day Mr. Bligh was taken so extremely ill, that he was obliged to be moved into the country. Shortly after the Dutch Surgeon General represented to him that his complaint was of such a nature, that unless he quitted the air of Batavia, it might prove fatal. In consequence of this, Mr. Bligh applied to the Governor General for permission to return to Europe by the fleet which was on the point of sailing; which being granted, he took his passage on board a Dutch packet, and sailed from Batavia on the 16th of October, 1789; the governor promising him that the remainder of his crew should be sent home by the earliest opportunity.

A.D. opportunity. On the 14th of March, 1790, he arrived in
1789 England. Out of the nineteen who were in the boat when
she left the ship, only twelve lived to return to their native
country. See page 198.

*A narrative of the disaster that befel his Majesty's ship the
Guardian, Lieutenant Edward Riou, Commander.*

On the 24th of December, being in the latitude 44° South, and longitude $41^{\circ} 30'$ East of London, the weather extremely foggy, an island of ice was seen about three miles to the S. W. Lieutenant Riou stood towards it, in order to collect lumps of ice to supply the ship with water. This proceeding was judged highly expedient, as the daily demand of water was prodigious, owing to the great quantity of cattle there was on board. As the ship approached the island, the boats were hoisted out, and manned, and several lumps collected. During this time the ship lay to; and on the supply of water being brought on board, sail was made to stand off. Very little apprehension was at this time entertained of her safety; the monstrous size of the island had not only a great effect upon the wind, but had caused a strong in-draft. On a sudden the bow of the ship struck upon a part of the island, which projected under water considerably beyond the visible limits of it. She instantly swung round, and her stern coming on the shoal, struck repeatedly, her rudder was knocked off, and her stern frame almost beat to pieces.

The ship in this situation became in a degree embayed under the terrific bulk of ice; the height of which was twice that of the main-mast of a ship of the line.

At this critical moment, Lieutenant Riou and officers retaining their spirit, their example and vigorous exertions led the people to their duty; but it was with difficulty they were prevailed on to overcome their first panic, and lend their assistance to trim and fill the sails. This being at last effected, and the fore-top gallant sail and stay sails between the fore and main mast being set, she began to forge off, and the same instant struck with greater force, if possible, than before, nearly a-breast of the main chains, kept crashing for some time along the ice under her, and at last shot entirely clear of it. The weather continued very foggy, and the wind blowing strong, they soon lost sight of the ice, and began to comfort themselves with the hope
that

that no very considerable damage had been sustained, excepting the loss of the rudder. This cheering prospect soon vanished, and a damp thrown upon their spirits, when at a quarter past eight o'clock the carpenter came up from sounding the well, and reported two feet water in the hold, and that it was increasing very fast. The pumps were ordered to be rigged and got to work. The chain pumps were at first found to be much out of order, which caused some delay. Mean time all the hands that could be spared were set to work to clear the deck of the cattle, &c. About nine o'clock all the pumps were at work. Three or four of the people were left between decks to hoist up, and heave overboard whatever they could manage. The water at this time had increased to three feet and a half, and was still gaining on all the pumps. The few hands left between decks did almost more than their strength could be expected to effect: in the course of half an hour they got up and hove overboard most of the bags of flour, pease, wheat, barley, &c. received at the Cape of Good Hope, besides two hogsheds of tobacco. At ten the water had increased to five feet. Since the first of their misfortunes, every officer and man had been employed; and it was impossible for them to hold out much longer in this laborious work. Lieutenant Riou therefore determined to divide the officers, seamen, convicts, &c. into two watches, to relieve alternately. At about half past ten the first division went to the pumps; and each man was ordered a dram and other refreshments, which seemed to give them fresh spirits. At midnight the water had increased to six feet, and it was then blowing a very strong gale. At day light on the 25th, a few hands were set about filling one of the lower studding sails with oakum, which they found some difficulty to get under the ship's bottom. By unwearied exertions at the pumps, the leak became reduced, and continued to diminish until eleven o'clock, when there was only nineteen inches. In half an hour the leak began again to gain upon them, a second sail was fothered and got under the bottom; but the gale was so strong, attended with a heavy sea, which broke frequently over the ship, that it had little, if any effect. At four in the afternoon Mr. Clements went down by the way of the rudder into the gun room, and from thence into the bread and spirit room, to endeavour to discover the leak; not being able to succeed, it was thought necessary to scuttle the deck close aft, which
being

A.D.
1789

A.D. being out of the roll of the water, would enable them to get
 1789 up and throw overboard some of the provisions and stores.

This being done, Mr. Riou, the chaplain, the purser, and two men, were employed in this business; but unfortunately endeavouring to get up a cask, it fell back on Mr. Riou, and bruised his hand in so shocking a manner, as to disable him from giving any farther assistance. They gave up all farther attempts to lighten the ship in this part, and again assisted at the pumps.

At midnight the water had increased to four feet and a half; at the same time the winch of the starboard pump breaking, it became disabled, and the water at six in the morning had increased to seven feet; the night had also been very tempestuous, and by the violence of the wind the fore and main-top sails were blown to pieces, and the ship left entirely at the mercy of a most tremendous sea. The people began to break off from the pumps, and to secret themselves, and could only be kept to their duty by threatening to have them thrown overboard. They were kept ignorant of the true state of the ship, until one of the carpenters, stationed to sound the well, came up, and reported that the water was as high as the orlop deck, and gaining above a foot every half hour. The officers could not possibly suppress this report; and many of the people, who were really unable to bear the fatigue any longer, immediately desponded, and gave themselves up to perish with the ship. A part of those who had got any strength left, seeing that their utmost efforts to save the ship were likely to be in vain, applied to the officers for the boats, which were promised to be got in readiness for them, and the boatswain was directly ordered to put the masts, sails, and compass in each. The cooper was also set to work to fill a few quarter casks of water out of some of the butts on deck; and provisions and other necessaries were got up from the hold.

Many hours previous to this, Lieutenant Riou had privately declared to his officers, that he saw the final loss of the ship was inevitable; and could not help regretting the loss of so many brave fellows. "As for me," said he, "I have determined to remain in the ship, and shall endeavour to make my presence useful as long as there is any occasion for it."

He was intreated, and even supplicated, to give up this fatal resolution, and try for safety in the boats. It was even

even hinted to him how highly criminal it was to persevere A. D.
in such a determination; but he was not to be moved by 1789
any intreaties.

He was, notwithstanding, as active in providing for the safety of the boats, as if he intended to take the opportunity of securing his own escape. He was throughout as calm and collected as in the happier moments of his life.

At seven o'clock the ship had settled considerably abaft, and the water was coming in at the rudder case in great quantities. At half past seven, the water in the hold obliged the people to come upon deck; the ship appeared to be in a sinking state, and settling bodily down, it was therefore almost immediately agreed to have recourse to the boats. While engaged in consultation on this melancholy business, Mr. Riou wrote the following letter to the Admiralty, which he delivered to Mr. Clements.

" H. M. Ship Guardian,

" Dec. 25, 1789.

" If any part of the officers or crew of the Guardian
" should ever survive to get home, I have only to say, their
" conduct after the fatal stroke against an island of ice,
" was admirable and wonderful in every thing that relates
" to their duty, considered either as private men, or in his
" Majesty's service.

" As there seems to be no possibility of my remaining
" many hours in this world, I beg leave to recommend to
" the consideration of the admiralty a sister, who, if my
" conduct or service should be found deserving any memo-
" ry, their favour might be shewn to, together with a
" widowed mother.

" I am, Sir,

" Remaining with great respect,

" Your ever obedient Servant,

" Philip Stephens, Esq.

(Signed)

E. Riou."

He then ordered the boats to be hoisted out, in order to afford a chance of safety, to as many as he could with propriety. They were fortunately all got into the water with very little damage; but the sea running so high, it was with difficulty they were kept from being stove along-side. The launch being forced to drop on the quarter, to make room for the two cutters, was nearly drawn under
the

A. D. 1789 the quarter and sunk, and at last obliged to cast adrift from the ship, with only seven or eight men on board, and without any provision or water. A coil of rope was then handed from the quarter gallery, and passed over to Mr. Somerville, the gunner, in the jolly boat which hung over the stern. This boat, on being lowered down, was drawn under and sunk. As soon as the launch had again rowed a little near to the ship, one of the people in her caught hold of a rope, until the cutters brought them provisions, &c. and veered to a good distance astern. A small quantity of biscuit, and an eighteen gallon cask of water, was then let down between the main and mizen chains into the small cutter. The purser then got into the main chains, and from thence leaped into her; Mr. Wadman and Mr. Tremlett likewise fortunately got into her. The boat was with great difficulty rowed clear of the ship, and steered for the launch.

The agitation of mind on this melancholy occasion may be better imagined than described. Mr. Riou was at this time walking the quarter-deck, and seemed happy the boat had got safe from alongside. The ship was drifting astern, and sinking fast in the water. Mr. Clements began to be afraid she would drive upon the launch; and called to the crew to cut the tow-rope, and row out of the ship's wake.

Mr. Somerville, the gunner, who was looking over the ship's stern, hearing the order, prayed them to hold fast a moment, and he would jump overboard and swim to them: he did so, and was followed by John Spearman, a seaman, who were both taken on board, the boat then cut, and rowed out of the ship's track. The launch soon got alongside of the cutter, out of which they took two bags of biscuit, and a cask of water. The Rev. Mr. Crowther, Mr. Clements, Mr. Tremlett, Mr. Wadman, and the purser, with two more of the men, got into the launch, and the cutter was ordered back to the ship for further supplies, and to receive as many of the people as could with safety be taken on board.

The crew of the cutter could not be prevailed on to return, but rowed off to some distance, and lay by. In her were Mr. Brady, midshipman, Mr. Fletcher, captain's clerk, and five seamen.

The jolly boat had put off from the ship without either provisions, water, compass, or quadrant, and rowed towards

wards the launch, in hopes of either getting relief from her, or the crew to be taken on board; but she had already fifteen people in her, which were as many as she could with safety carry; and the quantity of provisions was very inadequate to support such a number, who had 411 leagues to traverse in a boisterous ocean, without any means of relief.

There being a spare compass and quadrant in the launch, Mr. Clements handed them into the jolly boat. At this time one of the convicts attempted to get into the launch, but was opposed by the crew, and pushed into the sea. The fellow in the struggle, caught hold of Mr. Clements, who was with difficulty saved from being pulled out of the boat along with him. The people in the jolly boat picked the man up again, and then took to their oars, and rowed close up to the launch, as if determined to board her by force. To prevent, therefore, any scuffle, it was agreed immediately to make sail, and they took their final departure from this scene of misery and distress at about nine o'clock. The ship at this time appeared sunk down to her upper deck ports. The large cutter and jolly boat made sail after the launch; the latter almost instantly filled and went down. The other cutter remained hanging on at some distance from the ship. At half past eleven they lost sight of the ship and boats, and shaped their course as much to the northward as the wind then at N. W. would permit.

Dec. 26th. Strong gales, squally and cloudy weather, with remarkable high seas. We were this night very much numbed and chilled with cold, and could get no sleep. In the morning the weather became more moderate. At four o'clock shifted the fore mast to its proper place, stepped the main mast, and set the fore and main sails; at eight the people were employed to make a main top sail out of some sheets, and a yard out of one of the boats thwarts; the handle of a broken oar was converted into a top mast; a small tobacco canister was cut up to make a measure for the distribution of water, rather less than a gill, two of which it was agreed to allow each man a day.

Dec. 27th. First part moderate breezes and cloudy weather. At one P. M. having boiled all our poultry, and cut up the goose, which was but small, into fifteen equal parts, one of the men forward was then blind-folded, and directed to call each person by name, and another was ap-

A.D. 1789 pointed to serve out the morsel by lots. Notwithstanding we had now fasted above thirty hours, all were perfectly satisfied with the small morsel; and some had so little appetite, that they reserved a part of it for a future occasion. But the very scanty measure of water received afterwards, by no means allayed the universal craving for drink, evidently occasioned by the excessive heat and feverish state of our bodies. We did not dare, however, to take one drop more than the prescribed allowance: we therefore, through necessity, became philosophers, and submitted with becoming resolution to the exigencies of the moment. At seven we received our second measure of water, which being succeeded by the coldness of the night, administered greatly to our relief. At midnight it blew a fresh gale, with dark, cloudy, and remarkably cold weather. The launch was at this time brought under her main sail only, and the weather continuing much the same, no alteration was made throughout the day.

Dec. 28. The first part fresh gales and cloudy weather, middle more moderate. About noon we had one of the fowls cut up, and divided amongst us, as on the preceding day, and then received our gill of water. The heat and fever of our bodies increased, and our lips began to break out in watery and ulcerous blisters. This day one of the crew being afraid of famishing, requested his whole quantity of water for the day at one serving, which Mr. Clements opposed: he therefore had recourse to salt water, of which he drank freely. At five in the morning got the top mast up, and set the top sail; at ten, fresh gales, lowered and took in the top sail. In these seas are vast numbers of sea fowl flying about; and had we been fortunate enough to have had a fowling piece, we could not have been much at a loss for provisions: powder and shot we had in store, and two brace of pistols, but we were unable to do any execution with them.

Dec. 29. This day cut up and delivered our last fowl, and shared our water as before. At day break, strong gales, with flying showers of rain, from which we endeavoured to benefit as much as possible, by facing the weather with our mouths open, and handkerchiefs spread out; but the drifting moisture was so thin and light, that we were barely able to catch sufficient to wet our lips. This morning

A.D.
1789

Dec. 30. We were this day reduced to a very low ebb indeed, and could not eat the smallest crumb, till supplied with an additional measure of water to moisten our lips, which were almost held together by a tough viscid phlegm, that could not be expectorated but with the greatest difficulty. On this occasion we dipped our bit of biscuit in the water, and afterwards supped a little of it with each mouthful, to force it down. The butter, cheese, and hams, were left free for the use of every one; for they were found to occasion greater thirst, and therefore remained almost untouched. Several of the crew had again recourse to the salt water, which appeared not to have any bad effects.

Dec. 31. We again suffered greatly this day, from the burning heat of the sun, and the parched state of our bodies, and were allowed an additional measure of water, with a larger portion of rum than usual; in which we soaked our bit of biscuit, and made our meal of it. About four in the afternoon the clouds began to shew for rain, and we made preparations accordingly; but were so unfortunate as to see it fall in heavy showers all around us, and had barely as much over the boat as would wet our handkerchiefs.

The people this day appeared to be in a more hopeless state than ever, and discovered signs of disrespect to their officers; which was, however, happily checked in time by the spirited conduct of the gunner, who chastised the leader in the face of the whole crew, and restored discipline. Many of the people this day drank their own urine, and others tried the salt water. The weather was this day more warm and sultry than at any time since our misfortune.

Jan. 1, 1790. We dined this day as on the preceding, and in general appeared in better spirits, which we considered on account of its being the first day of the new year, a happy presage of our safety.

Jan. 2. Clear weather till about four in the afternoon, when it became overcast, and blew a fresh gale: we had before this dined on our usual fare of biscuit and water, with half a measure of rum, and were all in tolerable spirits; but the gale increasing during the night, and the sea running

P 2

immensely

A.D. 1789 immensely high, brought us again into great danger, which, with the disappointment of not seeing land in the morning, as expected, reduced us to our former miserable state of despondency. At eight in the evening the fore sail was shifted to the main mast, and the boat sailed under it reefed till about six in the morning, when the mizen was set on the foremast to give her greater steerage way. At noon the latitude was observed 33 deg. 19 min. and supposed longitude East of Greenwich 34 deg. 15 min.

Jan. 3. About seven in the evening the clouds put on the appearance of very heavy rain; but unfortunately broke over in a most dreadful storm of thunder and lightning, attended with gusts of wind, and very little rain, succeeded by a violent gale of several hours from the S. W. in which we were near perishing. On this occasion the master and the gunner succeeded each other at the helm, and by their experience and judgment in the management of the boat, we were this night enabled to traverse in safety an ocean of such fierce and tremendous seas, in different directions, as we could scarcely allow ourselves the hope of escaping.

At day-break the gunner, who was then at the helm, discovered a ship at a little distance from us, laying under her bare poles. Our joy at this sight was great beyond expression; and, anxious to secure so favourable an occasion, we immediately made more sail, and between five and six o'clock passed close under her, and informed her people of our distresses. We then veered about, and put alongside her on the other tack.

The people on board her crowded immediately to our assistance, and received us in the most friendly manner. As soon as we were alongside, several of them jumped in, and assisted in keeping the boat from being stove.

This ship was named the Viscountess of Britannie, a French merchantman, Martin Doree, master, with part of Walsh's, or 95th regiment, from the Isle of France, to touch at the Cape of Good Hope for a supply of water and provisions, on her way to Europe. The officers of this corps were unbounded in their friendship and attention towards us, affording us every possible comfort, and even giving up their beds for our use.

Jan. 18. At noon anchored in Table Bay, Cape of Good Hope.

We

We will now return to relate the perilous situation of the Guardian, left at the mercy of Providence in a most boisterous ocean, with little prospect but by his Almighty assistance, of ever again seeing, much less reaching a port. Lieutenant Riou, with that manly firmness and perseverance which will ever reflect the highest honour on him as a man and an officer, was indefatigable in his efforts to preserve the ship, and by his noble example encouraged the remaining crew to use every exertion in their power to this effect. He had not only to struggle against the boisterous element in which this melancholy accident had happened, but also to discover means by which he could divert the minds of a desponding crew, worn down with fatigue, and despairing of ever being relieved from their miserable situation. A still more difficult task with which Lieutenant Riou had to contend, was, frequently observing symptoms of discontent amongst the people; which were prevented from breaking out into an open violation of his orders, by the firm and resolute conduct he maintained, and strict discipline he supported even in the midst of the almost insurmountable difficulties and dangers with which he was surrounded. The people at one time had carried their disobedience so far, as to threaten his life; and had absolutely completed a raft made of the booms, on which they were determined to take their chance, rather than remain any longer on board the ship; fortunately, at the instant it was about to be launched, a favourable breeze sprung up, when, with a presence of mind possessed by few men, Lieutenant Riou, by his remonstrances, prevailed on them to give up a plan which must inevitably have plunged them into certain destruction; and as the wind was then in a favourable quarter, he had no doubt of being shortly able to reach some friendly port. The Guardian continued driving about chiefly at the mercy of the wind and sea; though at times, in moderate weather, Lieutenant Riou was enabled to keep her head the course he wished to steer; and sometimes she was forced through the water at the rate of four knots an hour. At length on the 21st of February, 1790, to their inexpressible joy, land was discovered; and by the assistance of two whale boats, which were sent out from a British ship lying in Table Bay, at the Cape of Good Hope, the Guardian was towed into anchorage, by which the life of

A.D. this excellent officer and his companions were saved from
1789 utter destruction.*

On the 22d, a Dutch packet being to sail for Europe,
Mr. Riou sent by her the following letter.

Table Bay, Feb. 22, 1790.

“ Sir,

“ I hope this letter will reach you before any account
“ can be given of the loss of his Majesty’s ship Guardian :
“ if it should, I am to beg you will make known to their
“ Lordships, that on the 23d of December the ship struck
“ on an island of ice ; and that on the 25th, all hope of
“ her safety being banished, I consented to as many of the
“ officers and people to take to the boats as thought
“ proper.

“ But it has pleased Almighty God to assist my endea-
“ vours, with the remaining part of the crew, to arrive
“ with his Majesty’s ship in this Bay yesterday. A Dutch
“ packet is now under sail for Europe, which prevents me
“ from giving any further particulars ; especially as at this
“ instant I find it more necessary than ever to exert myself,
“ to preserve the ship from sinking at her anchors.

“ I am, Sir, most respectfully,

“ Ever your obedient Servant,

“ E. RIOU.”

After this Lieutenant Riou was in hopes he should be
able to get the ship round to Saldanha Bay, where he might
have a chance to repair and put her in such a condition, as
to return to Europe ; but notwithstanding his unceasing
exertions to gain this point, he was baffled in the attempt ;
the ship continued to make so much water, that he was at
length obliged to relinquish this last effort, and to prevent her
sinking at her anchors, run her on shore on the beach in
Table Bay.

The numbers saved in the Guardian were, besides
Lieutenant Riou, the honourable Mr. Pitt, (now Earl
Camelford,) Mr. John Gore ; Mr. David Gillmore, mid-

* It has been said that the Guardian fell in with a ship at sea,
which had given her assistance into the Cape : this, I was assured by
my late worthy friend, was not the case : what has been related con-
cerning the fate of the Guardian, after the boats left her, I had from
himself soon after his arrival at the Cape.

shipmen ;

shipmen; Mr. J. Williams, boatswain; Mr. M. Sampson, carpenter; Messrs. Schafer, Divine, and Hume, superintendants of convicts; Elizabeth Schafer, the superintendent's daughter; Mr. William Fairclough, surgeon's mate; thirty seamen and boys, and twenty-one convicts—in all sixty-one. Towards the end of the year, his Majesty's ship *Sphinx*, of 20 guns, Captain George Tripp, was sent out to the Cape to bring home Lieutenant Riou,* and those of the crew who were still with him.

The preservation of the *Guardian* was attributed chiefly to the casks in the hold pressing against the lower deck, the hatchways of which were made excessively strong, and caulked down. She was completely stove in under the counter, and also an amazing hole quite through her bows, by which the iron and shingle ballast washed out, by this means she became more buoyant; and at her arrival at the Cape, was nothing more than a floating raft.

Supplies granted by parliament for the sea service. 1790

	<i>l.</i>	<i>s.</i>	<i>d.</i>
For 40,000 men, including 3,860 marines, - - - - -	1,040,000	0	0
For the ordinary of the navy, including half-pay to sea and marine officers, - - - - -	703,276	17	11
For buildings, repairs, &c. - - - - -	490,360	0	0
For discharging the navy debt, - - - - -	200,000	0	0
Ordnance for sea service, not provided for in 1788, - - - - -	23,795	16	7
Total for the navy, - - - - -	£ 2,457,432	14	6
Total supplies granted for the year, £	11,931,201	1	5½

* Mr. Riou was, soon after his arrival, promoted to the rank of master and commander; in 1791, to that of a post captain; in 1794 and 1795, he commanded the *Rose* and *Beaulieu* frigates, in the West Indies; in 1796 he was obliged to return to England on account of ill health, and was appointed to command the *Princess Augusta* yacht; in 1799 to the *Amazon*, a fine new frigate of 40 guns, in which ship this valuable and excellent officer was slain in the attack off Copenhagen, April 2, 1801.

A. D.
1790*Flag Officers employed.*

<i>Officers.</i>	<i>Rank.</i>	<i>Ships.</i>	<i>Guns.</i>
Portsmouth,			
R. Roddam, Esq.	Vice Ad. of the Red,	R. William	84
Plymouth,			
T. Graves, Esq.	Vice Ad. of the White,	Cambridge	84
Nore,			
J. Dalrymple, Esq.	Rear Ad. of the Red,	Sandwich	90
Downs,			
Sir Richard King,	Rear Ad. of the Red,	Dictator	64
Cork,			
P. Cosby, Esq.	Rear Ad. of the White,	Fame	74
On a Cruize,			
S. Cornish, Esq.	Rear Ad. of the Blue,	Marlborough	74
In the Channel Fleet.			
Earl Howe,	Ad. of the White,	Q. Charlotte	100
Hon. S. Barrington,	Ad. of the Blue,	R. George	100
Sir A. Hood,	Vice Ad. of the White,	R. Sovereign	100
J. Elliot, Esq.	Vice Ad. of the Blue,	Barfleur	98
W. Hotham, Esq.	Vice Ad. of the Blue,	Pfs. Royal	98
H. Sawyer, Esq.	Rear Ad. of the Red,	Windfor Castle	98
Sir R. Bickerton,	Rear Ad. of the White,	Impregnable	98
Sir J. Jervis,	Rear Ad. of the White,	Prince	98
S. C. Goodall, Esq.	Rear Ad. of the Blue,	London	98
Mediterranean,			
J. Peyton, Esq.	Vice Ad. of the Blue,	Leander	50
North America,			
Sir R. Hughes,	Vice Ad. of the White,	Adamant	50
Newfoundland,			
M. Milbank, Esq.	Vice Ad. of the Red,	Salisbury	50
Leeward			

	Leeward Islands,		A. D.
Sir J. Laforey,	Rear Ad. of the Red,	Trusty	50 1790
	Jamaica,		
P. Affleck, Esq.	Rear Ad. of the White,	Centurion	50
	East-Indies,		
Hon. W. Cornwallis,	Commodore,	Crown	64
	Botany Bay,		
A. Philip, Esq.	Commodore,	Sirius,	20

The Spaniards having sent an armed force to dispossess the British traders and settlers of their possessions at Nootka Sound, and other ports on the North West coast of North America, alledging in their defence, that that country appertained to his Catholic Majesty; the British Court sent a remonstrance to the Court of Spain, to demand the restitution of these places, and at the same time ordered a powerful fleet to be equipped, and to rendezvous at Spithead, under the command of Earl Howe, in case they should refuse to comply with the demand.*

On the 29th of June, part of the Channel fleet, under the command of Admiral Barrington, sailed from Spithead; they were soon after joined by Lord Howe with the remainder; and on the 18th of August put to sea, and stood to the westward. In September the fleet returned to Spithead; and on the 26th of October Rear Admiral Cornish sailed with a small squadron to the West-Indies.†

On the 21st of September his Majesty was pleased to order the following promotion of flag officers:

Sir Edward Hughes, K. B.	}	To be Vice Admirals of the Red.
John Evans, Esq.		
Mark Milbanke, Esq.		
Thomas Graves, Esq.	}	To be Vice Admirals of the White.
Robert Digby, Esq.		
Benjamin Marlow, Esq.		
Sir Alex. Hood, K. B.		
Sir Richard Hughes, Bart.	}	To be Vice Admirals of the Blue.
John Elliot, Esq.		
William Hotham, Esq.		
Joseph Peyton, Esq.		

* Appendix, Chap. II. No. 243. Ships in Commission.

† Appendix, Chap. II. No. 244.

A.D.	John Carter Allen, Esq.	}	To be Rear Admirals of the Red.
1790	Sir Charles Middleton, Bart.		
	Sir John Laforey, Bart.		
	John Dalrymple, Esq.		
	Herbert Sawyer, Esq.		
	Sir Richard King, Knt.		
	Jonathan Faulkner, Esq.	}	To be Rear Admirals of the White.
	Philip Affleck, Esq.		
	Sir Richard Bickerton, Bart.		
	Hon. J. Levison Gower,		
	Sir John Jervis, K. B.		
	Adam Duncan, Esq.		

The following captains were appointed flag officers:

Richard Braithwate, Esq.	}	To be Rear-Admirals of the White.
Phillips Cosby, Esq.		
Thomas Fitzherbert, Esq.	}	To be Rear Admirals of the Blue.
Samuel Cornish, Esq.		
John Brisbane, Esq.		
John Houlton, Esq.		
Charles Wolseley, Esq.		
Charles Inglis, Esq.		
Samuel Cranston Goodall, Esq.		

Twenty masters and commanders who were made before the end of 1782, to be post captains.

Twenty lieutenants who were made before the end of 1780, to be masters and commanders.

Twenty midshipmen, formerly appointed lieutenants by commanders in chief; which appointment, from particular circumstances could not be confirmed, to be lieutenants.

In October, the Hon. Captain Keith Stewart to be Rear Admiral of the Blue; and in the month of December his Royal Highness the Duke of Clarence to be Rear Admiral of the Blue.

On the 22d of October, Lieutenant William Bligh, the officers and men, who were saved from the *Bounty*, lately run away with by the mutinous part of the crew, when off Otaheite, were tried by a court-martial on board the *Royal William*, at Portsmouth, for the loss of the said ship, and were all honourably acquitted.

On

On the 28th of October, a Convention was signed at the A. D. 1790
Escorial, between their Britannic and Catholic Majesties; wherein it was agreed that the British subjects should be re-established in the possession of their lands, buildings, vessels, merchandize, and other property which the Spaniards had dispossessed them of at Nootka Sound, and other ports on the coast of North-west America; or a just compensation made to them for the losses they may have sustained.

In consequence of the above agreement between the Courts of Great Britain and Spain, the armaments were discontinued, and several ships of war ordered to be paid off.*

On the 19th of December, two seamen belonging to the Formidable, were tried by a court-martial, on board the Royal William, for disobedience of orders, striking the lieutenant, boatswain, and master's mate, when on duty at the dock-yard; one was sentenced to be hanged, and the other to receive a hundred lashes.

The Discovery, a ship which had been fitted out early in the year, under the command of Captain Roberts, for the purpose of exploring the N. W. coast of North America, but which was suspended in consequence of the possibility of a rupture with the Court of Spain; was again, at the end of the year, ordered to be equipped and sent to Nootka, to receive back in form a restitution of the territories on which the Spaniards had seized, and also to make an accurate survey of the coast, from the 30th degree of north latitude in the westward toward's Cook's river; and further to obtain every possible information that could be collected respecting the natural and political state of that country. The command of this enterprize was conferred on Captain George Vancouver, who had formerly served under Captain Clark, on his voyage of discovery with Captain Cook; he was to be accompanied by the Chatham armed tender of 135 tons burthen, commanded by Lieutenant Broughton.†

* Appendix, Chap. II. No. 243.

† See post, A. D. 1795, Abstract of the Voyage.

A. D. 1791 Supplies granted by parliament for the sea service.

For 24,000 men, including 4800 marines,		£	1,248,000	s.	0	d.	0
Expences of the late armament, Ordinary, &c.	-		1,565,000	0	0		
Extra navy expences,	-		689,395	13	4		
Ordnance not provided for in late ar- mament,	-		506,010	0	0		
			25,278	12	0		
Total for sea service,	-	£	4,033,684	5	4		
Total supplies granted for the year,		£	14,064,656	6	9½		

*Flag Officers employed.**

<i>Officers.</i>	<i>Rank.</i>	<i>Ships.</i>	<i>Guns.</i>
	Portsmouth,		
R. Roddam, Esq. Vice Ad. of the Red,		Duke	98
	Plymouth,		
Sir R. Bickerton, Bt. R. Ad. of the White,		St. George	98
	Channel Fleet.		
Lord Hood, Vice Ad. of the Blue,		Victory	110
W. Hotham, Esq. Vice Ad. of the Blue,		Prfs. Royal	98
Sir R. King, Bt. Rear Ad. of the Red,		St. George	98
J. Faulkner, Esq. Rear Ad. of the Red,		Barfleur	98
P. Cosby, Esq. Rear Ad. of the White,		Impregnable	98
S. G. Goodall, Esq. Rear Ad. of the Blue,		London	98
Hon. J. L. Gower, Rear Ad. of the White,		Formidable	98
	Mediterranean,		
J. Peyton, Esq. Vice Ad. of the Blue,		Leander	50
	North America,		
Sir R. Hughes, Bt. Vice Ad. of the Blue,		Adamant	50
	Newfoundland,		
M. Milbank, Esq. Vice Ad. of the Red,		Salisbury	50
	Leeward Islands,		
Sir J. Laforey, Bt. Rear Ad. of the Red,		Trusty	50

* Appendix, Chap. II. No. 245. Ships in commission at the Russian armament, and those which were employed at the reduction.

	Jamaica,		A.D.
P. Affleck, Esq. Rear Ad. of the White,	Centurion	50	1791
	East-Indies,		
Hon. W. Cornwallis, Commodore,	Crown	64	

At the Russian armament, Sir Richard King hoisted his flag on board of the *St. George*, and Captain Kingsmill was appointed to the *Duke*; the port admirals shifted their flags into ships fitting out for that purpose.

Early in this year, the conduct of the Court of Russia made it necessary for the British government to assemble a powerful fleet at Spithead; and on the 25th of March his Majesty issued his royal proclamation, offering the following bounty to such seamen and landmen who should enter into the navy.

To every able seaman,	-	three pounds.
To every ordinary seaman,		two pounds.
To able bodied landmen,		one pound.

In August the difference being adjusted between the two Courts, it was no longer necessary to continue the bounty; several of the ships of war were paid off, and a considerable reduction took place in the corps of marines.

On the 2d of August, Captain William Bligh sailed from Spithead in the *Providence* armed ship, accompanied by the *Assistance* tender, commanded by Lieutenant Portlock, bound to Otaheite, to collect the bread fruit plants, and in quest of the mutineers of the *Bounty*. On the 26th of January, 1793, having accomplished the object of his voyage, he arrived at the island of St. Vincent, in the West Indies, where he landed 300 bread fruit plants in excellent order. The assembly came to the unanimous resolution of presenting Captain Bligh with a piece of plate of the value of 100 guineas, as a mark of the sense it entertained of his distinguished merit. Early in February, the *Providence* and *Assistance* arrived at Jamaica, and deposited the remainder of the plants; after which Captain Bligh returned to England, and brought with him two of the natives of Otaheite, one of whom died soon after his arrival. While Captain Bligh remained at that island, he could gain but very imperfect intelligence of what had become of Christian and the *Bounty*; it was generally believed he had gone to some of the remote and unfrequented islands to settle.

Commodore

A. D. 1791 Commodore Cornwallis, in the East-Indies, having received intelligence that some neutral ships, under Imperial and French colours, were expected to arrive on the coast of Malabar from Europe, laden with ammunition and ordnance stores for the use of Tippoo Sultan's army, dispatched the *Minerva*, *Thames*, and *Vestal* frigates to cruise off that coast, with orders to their commanders, strictly to examine all vessels they might fall in with. The Commodore joined them shortly after with the *Crown* and *Phoenix*. On the 23d of October, at six o'clock in the evening, while he was cruising to the northward of *Tellicherry*, and the *Phoenix* and *Atalanta* at anchor in the Roads, two French ships and a brig were discovered in the Offing. It being the *Atalanta's* guard, she got under weigh to board them, and was followed by the *Phoenix*; but having little wind, the French vessels got into *Mahé Road*.

Captain Foot, of the *Atalanta*, sent a boat with an officer to board them; but they refused to be examined, alleging that they were in their own port. Immediately on the boat's return, Captain Foot sent an officer of marines with a party, with orders, if they should continue to resist, to force the hatchways; which being effected, they were found laden only with merchandize.

Early in November, the *Resolu* French frigate, of 32 guns, and 200 men, arrived in *Mahé Roads*; and at two in the morning on the 19th sailed from thence in company with two merchantmen. At day light, Commodore Cornwallis, who was at anchor in *Tellicherry*, discovered them in the Offing, and made the *Phoenix* and *Perseverance* signals to get under weigh and pursue them. The *Phoenix* came up with the French frigate off *Mangalore*, and was hailed by her commander to know what she wanted? Sir Richard Strachan answered, that he had orders to board the merchantmen in company with her, and would send an officer on board to explain the reason. The boats were ordered to be hoisted out for this purpose; and while proceeding to board the merchantmen, were fired at by the French frigate, who soon after discharged a broadside into the *Phoenix*; an action ensued, and continued 25 minutes, when the *Resolu* struck, having 25 men killed, and 40 wounded; among the latter, her first captain dangerously. The *Phoenix* had six men killed, and eleven wounded.
Lieutenant

Lieutenant Finlay, of the marines, was among the latter, A.D. 1794
who died soon after.

Commodore Cornwallis ordered the *Perseverance* to conduct the *Resolu* into Mahé Roads, and leave her there; the French officers refused to have any further concern with the ship, saying, that she had struck to the *Phoenix*.

The two merchantmen, on being searched, were suffered to proceed on their voyage, not having on board any stores contrary to treaty.

On the 5th of the same month, Mr. Hill, carpenter of his Majesty's ship the *Active*, and the inventor of a machine for drawing of bolts out of ship's sides, &c. made the following experiments on board of one of his Majesty's ships in Portsmouth harbour.

1st. He stopped a shot-hole on the outside of the ship, four feet under water, in the space of one minute, without the assistance of any person out of the vessel.

2d. He stopped in the same manner a space in the ship's side, four feet under water, of four feet by four inches, in two minutes and a half.

During the time of effectually curing both leaks, the ship made only ten inches water in the well.

Mr. Hill also made an experiment on the chain pump; with a new constructed wheel of his own invention, which acts upon infinitely better principles than that at present in use, is much safer, less liable to be out of order, and will be a material saving to government in chains and saucers.

In the month of February, Captain Samuel Hood, of his Majesty's ship *Juno*, displayed great intrepidity and resolution when at St. Ann's harbour, Jamaica. In a violent gale of wind, a raft was discovered from the *Juno*'s mast head, at a great distance at sea, with three people on it, over which the waves washed every moment, so that it appeared almost impossible to save them. Captain Hood immediately ordered a boat to their assistance. It seldom happens that British seamen shrink from danger; but the boat's crew thinking it a vain attempt, shewed some reluctance at putting off, fearing lest they should be involved in utter destruction. Captain Hood observing this, leaped into the boat, declaring to his men, that he never would order any of them on a service on which he was afraid to venture himself. The boat, with great difficulty and imminent danger, reached the wreck, and saved the poor men on it,
who

A.D. 1791 who must have perished the next wave, being quite exhausted.

The House of Assembly no sooner heard of this humane and heroic exploit of Captain Hood's, than it unanimously resolved, that the receiver general of the island should remit to the agent the sum of 200 guineas, for the purchase of a sword, to be presented to Captain Samuel Hood, of his Majesty's ship Juno, as a testimony of the high sense it entertained of his merit, in saving, at the manifest peril of his life, in a violent gale of wind off the port of St. Ann's, on the 3d instant, the lives of three men discovered on a wreck at sea, and who must inevitably have perished, but for his gallant and humane exertions.

The Pandora, of 24 guns, Captain Valentine Edwards, which was sent out in quest of Christian, and the other mutineers of the Bounty, on her arrival at Otaheite, secured sixteen of them, the rest had sailed some days before, but where was not known, neither have they been heard of since. On the Pandora's return home on the 16th of August, she struck upon a reef of rocks in Endeavour Straits, and was lost. The crew (except 33, and three of the Bounty's men,) escaped to an island in the Straits. Captain Edwards sent an officer and some seamen in a small boat to the island of Timor, to procure a vessel to convey them to Coupang, from whence they proceeded to Batavia, and took their passage home in a Dutch ship.

In September, a light-house was began to be erected on the Longships, off the Land's End, by Mr. Smith.

1792 Supplies granted by parliament for the sea service.

	<i>l.</i>	<i>s.</i>	<i>d.</i>
For 16000 men, including 4425 } marines, - - -	832,000	0	0
For the ordinary, including half- } pay, - - -	672,482	0	0
Extraordinaries, - - -	350,000	0	0
To discharge the navy debt, - - -	131,000	0	0
Total navy, - - -	<u>£ 1,985,482</u>	0	0
Total supplies for the year, - - -	<u>£ 11,138,885</u>	5	1

Flag

*Flag Officers employed.**A. D.
1792

<i>Officers.</i>	<i>Rank.</i>	<i>Ships.</i>	<i>Guns.</i>
	Portsmouth,		
Lord Hood,	Vice Ad. of the Blue,	Duke	98
	Plymouth,		
P. Cosby, Esq.	Rear Ad. of the White,	St. George	98
	Mediterranean,		
S. C. Goodall, Esq.	Rear Ad. of the Blue,	Romney	50
	Newfoundland,		
Sir R. King, Bt.	Rear Ad. of the Red,	Assistance	50
	Leeward Islands,		
Sir J. Laforey, Bt.	Rear Ad. of the Red,	Trusty	50
	Jamaica,		
J. Ford, Esq.	Commodore,	Europa	50
	East-Indies,		
Hon. W. Cornwallis,	Commodore,	Minerva,	38

In January the West-India merchants voted a present of 500l. to Captain William Bligh, of the navy, for services rendered while on the West-India station.

On the 30th of March, a court-martial was held on board the Bedford, at Portsmouth, on Lieutenant F. Malcolm, commander of the Busy cutter, for cruelty and oppression. The charges being fully proved, he was sentenced to be dismissed the service; and rendered incapable of being again employed.

On the 1st of August, the West-India islands were visited by a dreadful hurricane, which was most severely felt at Antigua; several plantations were entirely destroyed, and many vessels and lives lost.

On the 12th of September, a court martial assembled on board the Duke, in Portsmouth harbour, to try Joseph Coleman, Peter Hayward, Charles Norman, Thomas Mackintosh, Isaac Morrison, John Milward, William

* Ships in Commission, Appendix, Chap. II. No. 246.

A.D. 1792 Muspratt, Thomas Birkett, Thomas Ellifon, and Michael Byrn, late seamen on board the Bounty armed ship, on a charge exhibited against them for mutiny, having run away with the ship, and deserted his Majesty's service. The evidence for the prosecution closed on the 14th, and the Court indulged the prisoners till the 17th to give in their defence. The next day the Court having taken the whole into their consideration, passed sentence of death on Hayward, Morrison, Milward, Muspratt, Birkett, and Ellifon; the two first were recommended to mercy. Coleman, Norman, Macintosh, and Byrn, were acquitted.

On the 29th of October, Birkett, Milward, and Ellifon, were executed agreeable to the sentence, on board the Brunswick. Muspratt was respited during pleasure. Peter Hayward, midshipman, and James Morrison, boatswain's mate, were pardoned; and liberated at the request of the court-martial.

Towards the latter end of September, Lord Macartney embarked on board the Lion, of 64 guns, commanded by Sir Erasmus Gower; and proceeded on his embassy to China, accompanied by the Hindostan East-India ship, and Jackall armed brig.

Supplies granted for the sea service.

1793			l. s. d.		
	For 45,000 men, including 5000 marines,	}	2,340,000	0	0
	For the ordinary, including half-pay,	}	669,205	5	10
	Extraordinaries,	-	387,710	0	0
	Ordnance not provided for in 1791,	-	32,068	15	4
	Towards paying off the navy debt,	-	575,000	0	0
	Total for the navy,	£	4,003,984	1	2
	Total supplies granted for the year	£	16,698,553	3	1½

Flag Officers employed.

Officers.	Rank.	Ships.	Guns.
	Portsmouth,		
Sir P. Parker, Ad. of the Blue.		Royal William	84
		Plymouth,	

A.D.
1793

Plymouth,		
R. Cotton, Rear Ad. of the White,	Cambridge	84
Downs,		
J. Peyton, Vice Ad. of the White		
J. Macbride, Rear Ad. of the Blue,	Quebec	32
Nore,		
J. Dalrymple, Vice Ad. of the White,	Sandwich	90
Channel Fleet,		
Earl Howe, Ad. of the White,	Q. Charlotte	110
T. Graves, Vice Ad. of the Red,	R. Sovereign	110
Sir A. Hood, Vice Ad. of the Red,	R. George	110
G. Bowyer, Rear Ad. of the White,	Prince	98
*J. Macbride, Rear Ad. of the Blue,	Cumberland	74
B. Caldwell, Rear Ad. of the White,	Cumberland	74
Cork,		
R. Kingsmill, Rear Ad. of the White	Swiftsure	74
Mediterranean,		
Lord Hood, Vice Ad. of the Red,	Victory	110
W. Hotham, Vice Ad. of the White,	Britannia	110
P. Cosby, Vice Ad. of the Blue,	Windsor Castle	98
John Gell, Rear A. of the Red,	St. George	98
S. C. Goodall, Rear Ad. of the Red,	Princess Royal	98
Robert Linzee, Commodore,	Alcide,	74
Leeward Islands,		
Sir J. Laforey, Vice Ad. of the White,	Trusty	50
Alan Gardner, Rear Ad. of the Blue,	Queen	98
Sir J. Jervis, Vice Ad. of the Blue,	Boyne	98
Hon. G. Murray, Commodore,	Duke	98
Jamaica,		
J. Ford, Commodore,	Europa	50
Newfoundland,		
Sir R. King, Vice Ad. of the Blue,	Stately	64

* Shifted his flag into the Quebec on particular service.

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Africa,

J. Dodd, Commodore, Charon 44

East-Indies,

Hon. W. Cornwallis, Rear Ad. of } Minerva, 38
the White, - }

On the 10th of January the city of London offered a bounty of forty shillings to every able seaman, and twenty shillings to ordinary seamen, who should voluntarily enter into his Majesty's navy, exclusive of the royal bounty.

On the 2d of February the National Convention of France declared war against Great Britain and Holland. The compliment was immediately returned, by his Britannic Majesty issuing his royal proclamation to make reprisals of all French vessels. Twenty one sail of the line, and several frigates, in addition to those already in commission, were ordered to be got ready, and fitted for sea with the utmost expedition.*

The List of Flag Officers of his Majesty's Fleet stood as follows, at the commencement of the war in February.

Admiral of the Fleet,

Hon. John Forbes, General of Marines.

Admirals of the White.

Duke of Bolton,	Lord Shuldharn,
Sir Francis Geary, Bart.	Sir H. Palliser, Governor
Earl Mount Edgcumbe,	of Greenwich Hospital,
John Montagu, Esq.	Matthew Barton, Esq.
Earl Howe, Vice Admiral	
of England,	

Admirals of the Blue.

Sir Peter Parker, Bart.	William Lloyd, Esq.
Hon. Samuel Barrington,	Sir Edward Hughes, K. B.
Lieut. Gen. of Marines,	John Evans, Esq.
Marriot Arbuthnot, Esq.	Mark Milbank, Esq.
Robert Roddam, Esq.	

* Appendix, Chap. 1. No. 20, the state of the British navy.

Vice Admirals of the Red.

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Nicholas Vincent, Esq.	Sir Alexander Hood, K. B.
Sir Edward Vernon, Knt.	Rear-Ad. of England,
Richard Edwards, Esq.	and Treasurer of Green-
Thomas Graves, Esq.	wich Hospital,
Robert Digby, Esq.	Sir Chaloner Ogle, Knt.
Benjamin Marlow, Esq.	Lord Hood.

Vice Admirals of the White.

Sir Richard Hughes, Bart.	John Carter Allen, Esq.
John Elliot, Esq.	Sir Charles Middleton, Bt.
William Hotham, Esq.	Sir John Laforey, Bt.
Joseph Peyton, Esq.	John Dalrymple, Esq.

Vice Admirals of the Blue.

Herbert Sawyer, Esq.	Sir John Jervis, K. B.
Sir Richard King, Bt.	Adam Duncan, Esq.
Jonathan Faulkner, Esq.	Richard Brathwaite, Esq.
Philip Affleck, Esq.	Philips Cosby, Esq.

Rear Admirals of the Red.

Thomas Fitzherbert, Esq.	S. Cranston Goodall, Esq.
Samuel Cornish, Esq.	Hon. Keith Stewart,
James Brisbane, Esq.	Duke of Clarence,
Charles Wolfeley, Esq.	

Rear Admirals of the White.

*Richard Onslow, Esq.	*Sir Hyde Parker, Knt.
*Robert Kingsmill, Esq.	*Rowland Cotton, Esq.
*Sir George Collier, Knt.	*Benjamin Caldwell, Esq.
*George Bowyer, Esq.	*Hon. William Cornwallis.

Rear Admirals of the Blue.

*William Allen, Esq.	*John Gell, Esq.
*John Macbride, Esq.	*William Dickson, Esq.
*George Vandeput, Esq.	*Alan Gardner, Esq.
*Charles Buckner, Esq.	

431 Post Captains

163 Masters and Commanders.

1429 Lieutenants.

* Were promoted to the rank of rear admirals from the captain's list, on the 1st of February.

A.D.

OCCURRENCES AT AND NEAR HOME.

1793

On the 26th of February, a detachment of 3000 foot guards, under the command of his Royal Highness the Duke of York, embarked on board of transports at Greenwich for Holland; they were escorted over by the Syren frigate of 32 guns, Captain John Manley; on board of which ship his Royal Highness embarked.

On the 2d of March, the guards were landed at Helvoetsluys.

On the 13th, His Majesty's brig Scourge, of 8 guns and 70 men, commanded by Captain George Brisac, being on a cruize in the Channel, fell in with, and after an action of three hours, captured the Sans Culotes French privateer, of 12 guns and 82 men, 9 of whom were killed and 20 wounded. The Scourge had one man killed, and one wounded.

On the 24th, Rear Admiral Alan Gardner sailed from Spithead for the West Indies, with a squadron of ships of war.*

On the 21st, Lieutenant John Western, of the Syren frigate, who commanded the gun-boats at the attack of the French batteries on the Moordyke, was killed. This gallant young officer had signalized himself the preceding evening, by having surprized and driven the enemy from their batteries, and taken possession of their guns, which were carried and delivered to the governor of Williamstadt, from whom lieutenant Western received public thanks for his brave and intrepid conduct. His Royal Highness the Duke of York, sensible of the merits of this young man, gave directions for his remains to be interred at Dort, with the highest honours; and ordered a monument to be erected to his memory, with the following inscription.

“ To the lamented memory of John Western, Esq. lieutenant of his Britannic Majesty's frigate the Syren; and as a testimony of the gallant services performed by him, this monument is erected by order of his Royal Highness the Duke of York.

“ Lieutenant Western, after distinguishing himself by his conduct and intrepidity with which he assisted the garri-son of Williamstadt, (at that time besieged by the French) fell early in the career of glory, having been un-

* Appendix, Chap. II. No. 247.

fortunately

fortunately killed by the enemy off the Moordyke, on the 21st day of May, 1793, in the 22d year of his age, in the service of his country, and in defence of Holland. A.D. 1793

“ His remains were deposited in this place, attended by his Royal Highness the Duke of York, by the officers and seamen of the royal navy; the companions of his meritorious exertions, and by the brigade of his Britannic Majesty's foot-guards in garrison at Dort.”

The Prince of Orange, as a mark of the high sense he entertained of the eminent services performed in the gun-boats, by Captain Velters Cornwall Berkeley, Lieutenants Halkett and Plampin of the navy, ordered each to be presented with a medal, with a suitable inscription, value 500 guilders. The two latter on their return to England were promoted to the rank of master and commander.

Early in April, part of the squadron destined for the Mediterranean, sailed from Spithead, under the command of Rear Admiral Gell.* Off Cape Finisterre, they fell in with and captured, the General Dumourier French privateer, which had a few days before taken the St. Jago, Spanish register ship, she was retaken by the squadron, and both sent to England under convoy of the Edgar. On board the Dumourier were found 685 chests of dollars, besides some valuable packages to the amount of between two and three hundred thousand pounds. They were taken out and put on board the Edgar. On this ship's arrival at Portsmouth, all the treasure and other valuable articles were landed and conveyed to the Bank of England in twenty-one waggons, escorted by a detachment of light dragoons. Some of the pieces of silver weighed 167 pounds each. The cargo of the St. Jago was estimated at one million sterling.

On the night of the 11th of April, the Bedford of 74 guns, Captain Robert Mann, and Leopard of 50 guns, Captain John Maude, fell in with each other off Scilly; the night being extremely dark, they either mistook or did not distinctly see each others signals; and commenced a smart action, unfortunately the mistake was not discovered until several men were wounded on both sides.

On the 15th, Vice Admiral Cosby sailed from Spithead,

* Appendix, Chap. II. No. 248.

A.D. with a squadron of ships of war, and a large fleet of mer-
1793 chantmen under his convoy. *

Early in May, Vice Admiral Hotham sailed from Spithead for the Mediterranean, with a squadron of ships of war;† and on the 22d, Lord Hood followed with the remainder of the fleet destined to serve under his orders on that station.‡

On the 30th, Governor Philip arrived in England from the new settlement at Botany Bay, and brought with him two of the natives of that country.

Captain Jonathan Faulkner, in the Venus Frigate of 36 guns, and 220 men, being on a cruise off the Azores, gave chase to a French frigate,§ with which he came up and maintained a smart running action for some time; but Captain Faulkner observing another large French frigate bearing down to her assistance; he was obliged to cease firing and make sail from them.

On the 18th of June, at day-light in the morning, Captain Edward Pellew, in La Nymph of 36 guns, and 220 men, being off the Start, fell in with, and after a severe action, which lasted with unabating fury for 55 minutes, captured La Cleopatra French Frigate of 40 guns and 320 men, commanded by M. Jean Muller, who was killed; three of his lieutenants wounded, and near 100 of the people. The Cleopatra's mizen-mast and tiller being shot away, she fell on board La Nymph. Captain Pellew instantly gave orders to board her, which were executed with great bravery from the quarter-deck, and struck her colours. La Nymph had the boatswain, four midshipmen, and 18 seamen and marines killed. Mr. George Lake second lieutenant; Mr. John Whitaker of the marines; two midshipmen and 23 seamen and marines wounded.

The body of the captain of La Cleopatra was landed, and buried in Portsmouth church-yard; his surviving officers were permitted to attend him to the grave. On his coffin was the following inscription.

* Appendix, Chap. II. No. 249.

† Appendix, Chap. II. No. 250.

‡ Appendix, Chap. II. No. 251.

§ Supposed to have been the Proserpine of 38 guns, or L'Engage-arte of the same force.

Citoyen Muller,
Slain in battle with La Nymph,
19th June 1793.
Aged 42 years.

A.D.
1793

His Majesty was graciously pleased to confer the honour of knighthood on Captain Edward Pellew, for his distinguished gallantry, in the action with La Cleopatra; and ordered his brother who was a master and commander, and served as a volunteer in the battle, to be promoted to the rank of post captain. Mr. Amherst Morris, first lieutenant of La Nymph, was also promoted to the rank of master and commander.

La Cleopatra was taken into the navy and called L'Oiseau.

On the 14th of July, Earl Howe sailed from Spithead with the Channel fleet, to cruize off Brest and in the Bay.* His lordship, although only Admiral of the White squadron, was ordered to wear the union flag at the main.

Sir John Laforey, Vice Admiral of the White, arrived at Spithead from the West Indies in the Trusty of 50 guns.

On the 10th of August, the fleet under Earl Howe returned into the Channel, and anchored in Torbay; they got sight of the French fleet consisting of 18 sail of the line and three frigates; which his lordship chased for some time, but the enemy being considerably to windward, and close in upon their own coast, they were enabled to effect their escape into Brest.

On the 15th, Rear Admiral Kingsmill was appointed commander in chief of the Irish station.

On the 1st of October, Rear Admiral Gardner arrived at Spithead from the West-Indies.†

On the 20th of October, Captain James Saumarez in the Crescent of 36 guns and 260 men, being off the Cape Barfleur, fell in with a French frigate, which after a close action of two hours and twenty minutes, he compelled to strike. She proved to be La Re-Union, of 36 guns and 320 men; 120 of whom were either killed or wounded. Notwithstanding such a severe and long contest, the Cre-

* Appendix, Chap. II. No. 252.

† Appendix, Chap. II. No. 253.

A. D. 1793 scent had not a man killed or wounded. A large French cutter was in company, which at the commencement of the action made sail and got into Cherbourg. The *Re-Union* was purchased by government, and added to the navy.

Captain Saumarez soon after received the honour of knighthood for his gallant conduct, and was presented by the merchants of London with a handsome piece of plate. Mr. Parker, first lieutenant of the *Crescent*, was promoted to the rank of master and commander.

On the 24th of October, the *Thames* frigate of 32 guns and 220 men, commanded by Captain James Cotes, being in the lat. 47° north, and long. 7° west, at nine in the morning discovered a French frigate;* at half past 10 the *Thames* closed with her and commenced a brisk action, which continued until 10 minutes past two, when the Frenchman hauled off and made all the sail he could set, leaving the *Thames* in too disabled a state to pursue her. The masts, yards, standing and running rigging of the *Thames* were so much wounded and cut to pieces, with several shot between wind and water, that Captain Cotes found it absolutely necessary to put before the wind, to save the masts from falling over-board. Whilst they were refitting and getting the ship in a state to carry sail, three large ships hove in sight, bearing down with all sail set under English colours; the largest soon past under the stern of the *Thames*, and poured in a broadside; upon which Captain Cotes consulted his officers, who agreeing with him in opinion that resistance would only expose the remaining crew to destruction, and every possibility of escape cut off; he hailed and informed the French captain that he had surrendered. The French frigates were *La Carmagnole* of 42 guns and 360 men, *L'Uriane* of 38 guns and 320 men; and another of 36 guns and 300 men. The first took the *Thames* in tow, and anchored in Brest the next day. The loss she sustained, was 10 killed; Mr. George Robinson, second lieutenant, Mr. George Norris, the master, and 21 men wounded.

On the 28th, two French luggers put into the island of Alderney, and landed about 40 of their crew; the inhabitants not suspecting them to be enemies, were taken by surprize;

* *L'Uriane*, 38 guns and 320 men.

in consequence of which, a serjeant, corporal and twelve of the royal independant invalids were made prisoners, whom they carried off, with several cattle and sheep. A.D. 1793

On the 31st, the squadron* under the command of Rear Admiral Macbride, in conjunction with the army, under General Sir Charles Grey, sent to the relief of Ostend, and Nieuport, obliged the French to abandon their situation before those places, and retire to Dunkirk.

On the 18th of November, the fleet under Earl Howe being on a cruize in the bay, got sight of a squadron of French ships of war,* to which chace was immediately given; but the enemy being considerably to windward, and the weather thick and squally, they effected their escape. The Defence in the pursuit carried away her top-masts, and was obliged to bear up for the Channel. The Bellerophon, Latona, and Phœnix, lost sight of the fleet in chace; next morning they found themselves well up with four of the enemy's line of battle ships; but no assistance being at hand, Captain Pasley made the signal to leave off chace. The conduct of Captain Thornborough in the Latona, was highly meritorious. At 8 o'clock in the morning, he made known to the admiral, having discovered the enemy's squadron, upon which Lord Howe made the Latona's signal to chace. At noon, she came up with, and engaged the two sternmost French frigates; at four o'clock in the afternoon, she could have weathered one of them, and would have cut her off, had not the French commodore in the Tourville, and a 74 gun ship, bore down to her protection. They passed so near to the Latona, as to discharge their broadsides, fortunately only two shot struck her. Captain Thornborough most gallantly luffed up and returned their fire, which from the account given by the prisoners taken on board a re-captured vessel soon afterwards, was fired with great effect, having greatly damaged the frigate with which she was most

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
* Quebec, - -	74	{ John Macbride, Esq. Rear Admiral of the Blue. Capt. Rogers.
Triton, - -	28	— George Murray.
Albion, (A. S.) -	20	— Robert Mann
Redoubt, floating-battery	20	— A. Frazer

§ App. Chap. II. No. 254.

engaged,

A.D. engaged, and killed and wounded several of her people, as
1793 well as on board of the two line of battle ships.

To shew the high opinion the Admiralty had of the spirited conduct of Captain Thornborough upon this occasion; on the arrival of the fleet at Spithead, Earl Howe received the following letter from the board, which was ordered to be communicated to all the ships companies.

Admiralty Office, Dec. 11th, 1793.

“ My Lord,

“ In return to that part of your lordship’s letter of the
“ 30th past, stating the spirited conduct of Captain
“ Thornborough, in the transactions on the 18th of the
“ same month, and of the opportunity you had of observ-
“ ing the equal ardour shewn by the other commanders
“ and captains of the fleet on the same occasion; I am
“ commanded by my lords to signify their desire, that you
“ should assure Captain Thornborough, and the other
“ commanders and Captains of the fleet, of their lordship’s
“ satisfaction in that testimony of their commendable ex-
“ ertions.

“ I am my Lord,

“ Your Lordship’s most obedient,

“ Most humble Servant,

(Signed)

PHILIP STEVENS.

To Admiral Earl Howe.

On the 26th, Vice Admiral Sir John Jervis sailed from Spithead with a squadron of ships of war; having under his convoy, a fleet of transports with troops on board, destined for the West-Indies, commanded by General Sir Charles Grey.*

On the 1st of December, Rear Admiral Macbride sailed from Portsmouth with a squadron of frigates and several transports with troops on board, commanded by Earl Moira, to make a diversion in favour of the Royalists on the coast of Britany and Normandy.†

The

* Appendix, Chap. II. No. 255.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
† Flora,	36	{ John Macbride, Esq. Rear Admiral of the Blue. Capt. Sir J. B. Warren.
Triton,	28	— George Murray.
		Eurydice

The following transaction so highly honourable to Captain Jones of the Chesterfield packet, is deserving of record. A.D. 1793

On the 28th of September, after having experienced a severe gale, it became more moderate; but a large and heavy swell was running; when Captain Jones fell in with, and spoke the Maria, Captain Humphries, of London, bound to Newfoundland, out five weeks, and in great distress, her mizen-mast and main-top-mast carried away, her boats washed overboard, her stern frame stove in, six of her upper deck beams broken, and in a very leaky condition. The captain and crew in this dreadful situation, solicited Captain Jones to take them on board; but his boats having been washed overboard in the same gale of wind, in which the Maria suffered, there was no alternative to give these poor men assistance, but boarding her with the packet. Captain Jones accordingly determined to try what he could do at all risque, and was happy enough to execute his plan with a good deal of success, by laying her on board on the larboard quarter, by which effort he took out the captain and five men; but two of the crew, in the great hurry and expedition in which it was executed were unfortunately left on board. Captain Jones with the greatest humanity made several unsuccessful attempts to release these unhappy men from their miserable situation; at length he run close along-side the Maria and threw a rope on board, calling to the men to make themselves fast to it and jump overboard, which they executed and were hauled on board unhurt.

In this year a voyage was undertaken to the South Seas, by Captain James Collnett of the royal navy, in consequence of a memorial to the Admiralty, from the merchants of the city of London, concerned in the whale fisheries in those seas, for the purpose of extending the fishery, and other objects of commerce. On the 4th of January, Captain Colnett sailed from England in the Rattler, formerly a sloop of war purchased by the merchants. He sailed round Cape Horn into the Pacific ocean, and having performed

Eurydice,	-	24	— Francis Cole.
Fury,	-	26	— Frank Southern.
Albion, A. S.	-	20	— Swaffield.
Amphitrite, A. S.	-	20	— R. R. Bowyer.

the

D.A. the object of his voyage, returned to England by the same
 1793 route, where he arrived on the 2d of November, 1794;
 having been absent 22 months, during which time he only
 lost one man, which was by accident, out of his crew,
 consisting of 25.

MEDITERRANEAN.

Upon the arrival of Vice Admiral Lord Hood in the Mediterranean, he proceeded with the fleet * under his command to cruize off Toulon, the inhabitants of which place and Marseilles had manifested evident signs of a disposition to free themselves from the oppressive yoke of their new masters. Lord Hood availed himself of these dissensions to open a negociation with the commandant, and principal inhabitants of Toulon, for the delivering up of the town, arsenal, forts, and shipping to his Britannic Majesty, in trust for the reigning king of France, at the re-establishment of peace, and order in that distracted country. Accordingly on the 23d of August, his lordship published the following preliminary declaration, and proclamation. †

Lord Hood's Preliminary Declaration to the Inhabitants of Toulon and Marseilles.

“ If a candid and explicit declaration in favour of monarchy is made at Toulon and Marseilles, and the standard of royalty hoisted, the ships in the harbour dismantled, and the port and forts provisionally at my disposition, so as to allow of the egress and regress with safety; the people of Provence shall have all the assistance and support his Britannic Majesty's fleet under my command can give, and not an atom of private property of any individual shall be touched, but protected; having no other view than that of restoring peace to a great nation, upon just, liberal and honourable terms; this must be the ground work of the treaty.

“ And whenever peace takes place, which I hope and

* Appendix, Chap. II. No. 256.

† Whilst this negociation was carrying on, the British fleet was joined by that of Spain, under Admiral Don Juan de Langara. See Appendix, Chap. II. No. 256.

trust will be soon, the port with all the ships in the harbour, and forts of Toulon, shall be restored to France, with the stores of every kind, agreeable to the schedule that may be delivered. D. A. 1793

" Given on board his Britannic Majesty's ship the Vice-off Toulon, this 23d of August, 1793."

(Signed)

" Hood."

PROCLAMATION,

" By the Right Honourable Samuel Lord Hood, Vice Admiral of the Red, and commander in chief of his Britannic Majesty's Squadron in the Mediterranean, &c. &c. &c.

" To the inhabitants in the towns and provinces in the South of France.

" During four years you have been involved in a revolution, which has plunged you in anarchy, and rendered you a prey to factious leaders. After having destroyed your government, trampled underfoot the laws, assassinated the virtuous, and authorized the commission of crimes; they have endeavoured to propagate throughout Europe their destructive system of every social order. They have constantly held forth to you the idea of liberty, while they have been robbing you of it. Every where they have preached respect to persons and property, and every where in their name it has been violated; they have amused you with the sovereignty of the people, which they have constantly usurped; they have declaimed against the abuses of royalty, in order to establish their tyranny upon the fragments of a throne still reeking with the blood of your legitimate sovereign. Frenchmen! you groan under the pressure of want, and the privation of specie; your commerce and your industry are annihilated, your agriculture is checked, and the want of provisions threatens you with a horrible famine. Behold, then, the faithful picture of your wretched condition; a situation so dreadful, sensibly afflicts the coalesced powers; they see no other remedy but the re-establishment of the French monarchy. It is for this, and the acts of aggression committed by the executive power of France, that we have armed, in conjunction with the other coalesced powers. After mature reflection upon these leading objects, I come to offer you the force, with which I am intrusted by my sovereign,

A. D. sovereign, in order to spare the further effusion of human
 1793 blood, to crush with promptitude the factions, to re-establish a regular government in France, and thereby maintain peace and tranquillity in Europe. Decide, therefore, definitively, and with precision; trust your hopes to the generosity of a loyal and free nation: in its name I have just given an unequivocal testimony to the well-disposed inhabitants of Marseilles, by granting to the commissioners sent on board the fleet under my command, a passport for procuring a quantity of grain, of which this great town now stands so much in need. Be explicit, and I fly to your succour, in order to break the chain which surrounds you; and to be the instrument of making many years of happiness succeed to four years of misery and anarchy, in which your deluded country has been involved.

“ Given on board his Britannic Majesty’s Ship the Victory, off Toulon, the 23d of August, 1793.

(Signed) “ Hood.”

“ By command of the admiral,

(Signed) J. M’ARTHUR.”

Declaration made to Admiral Lord Hood.

“ The general committee of the sections of Toulon, having read the proclamation of Admiral Lord Hood, commander in chief of his Britannic Majesty’s squadron, together with his preliminary declaration; and after having communicated the two papers to all the citizens of the town of Toulon, united in sections;

“ Considering that France is torn by anarchy, and that it is impossible to exist longer a prey to the factions with which the country is agitated, without its total destruction;

“ Considering that the southern departments, after having made long efforts to resist the oppression of a party of factious men, who have conspired to ruin them; find themselves drained and deprived of all resources to annihilate this coalition of the evil disposed;

“ Considering, in short, that determined not to submit to the Tyranny of a convention, that has sworn to ruin the nation; the people of Toulon, and those of Marseilles, would rather have recourse to the generosity of a loyal people, who has manifested the desire of protecting the true Frenchmen against the anarchists who wish to ruin them;

“ Declare

“ Declare to Admiral Lord Hood,

A. D.

“ 1. That the unanimous wish of the inhabitants of Toulon, is to reject a constitution which does not promote their happiness, to adopt a monarchic government, such as it was originally by the constituent assembly of 1789; and, in consequence, they have proclaimed Louis the XVIIth, son of Louis the XVIth, king; and have sworn to acknowledge him, and no longer suffer the despotism of the tyrants which at this time govern France.

1793

“ 2. That the white flag shall be hoisted the instant the English squadron anchors in the Road of Toulon, and it will there meet the most friendly reception.

“ 3. That the ships of war now in the Road, will be disarmed, according to Admiral Hood's wishes.

“ 4. That the citadel and the forts on the coast shall be provisionally at the disposal of the said admiral; but for the better establishing the union which ought to exist between the two people, it is requested that the garrison shall be composed of an equal number of French and English; and that nevertheless the command shall devolve to the English.

“ 5. The people of Toulon trust the English nation will furnish speedily a force sufficient to assist in repelling the attacks with which they are at this moment threatened by the army of Italy, which marches towards Toulon; and by that of General Carteau, who directs his forces against Marseilles.

“ 6. That the people of Toulon, full of confidence in the generous offers of Admiral Hood, trust that all those who held civil and military employments, shall be continued in their places, and shall not be annoyed in their respective occupations.

“ 7. That the subsistence and succours of every kind, of which Toulon stands so much in need, will be assured to the inhabitants by the combined fleet of the powers coalesced.

“ 8. That when peace will have been re-established in France, the ships and forts which will be put into the hands of the English, shall be restored to the French nation, in the same state they were in when the inventory was delivered.

“ It is according to this declaration, if approved by Admiral Hood, that the Toulonese will regard themselves, with good heart and will, as belonging to the English, and other

A. D. powers coalesced ; and by whose succour will be brought
1793 about that peace after which they have panted so long.

“(Signed) by the president, vice-president, and all the public officers, &c.

PROCLAMATION.

“ By the Right Hon. Samuel Lord Hood, Vice Admiral of the Red, and Commander in Chief of his Britannic Majesty’s Squadron in the Mediterranean, &c.

“ Whereas the Sections of Toulon have, by their Commissioners to me, made a solemn declaration in favour of monarchy, have proclaimed Louis the XVIIth, son of the late Louis the XVIth, their lawful king ; and have sworn to acknowledge him, and no longer suffer the despotism of the tyrants, which at this time govern France, but will do their utmost to establish monarchy, as accepted by their late sovereign in 1789, and restore peace to their distracted and calamitous country ;

“ I do hereby repeat, what I have already declared to the people of the South of France, that I take possession of Toulon, and hold it in trust for Louis the XVIIth, until peace shall be re-established in France, which I hope and trust will be soon.

“ Given on board his Britannic Majesty’s ship Victory, off Toulon, the 28th of August, 1793.

“(Signed) ^x Hood.”

“ By command of the admiral,
JOHN M^cARTHUR, Sec.”

“ *From Don Juan de Langara.*

“ Most excellent Lord,

“ I have received your Excellency’s much esteemed letter, with the intelligence therein mentioned ; and inclosing a copy of your proclamation. In consequence I cannot resist taking the greatest interest in the common cause ; and considering the effects that might result from my not taking advantage of so favourable an opportunity, I have determined to proceed immediately in view of your squadron ; and at the same time I dispatched an express to the commander in chief of the army in Rosselon, desiring that he would embark in four ships, which I left for that purpose, two or three thousand of the best troops, to be employed

ployed as your Excellency wishes, in the operations you have pointed out.

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“ May God preserve you a thousand years !

“ Most excellent Lord, I kiss your Lordship's hands.
Your most obedient and faithful humble servant,

“ (Signed) JUAN DE LANGARA & HUARTE.”

“ On board of the *Mexicano*, off the
Coast of Rosellon, the 26th of
August, 1793.”

“ Admiral Lord Hood.”

As it was necessary for the British to have possession of the forts which command the ships in the road, before the fleet could venture to enter it, Lord Hood, on the 27th at midnight, made the necessary arrangements for the landing of 1500 men, which was completely accomplished by noon on the 28th, under the command of the Hon. Captain George Keith Elphinstone, of the *Robust*, who was authorized by the admiral to take upon him the charge and command as governor of Fort Malgue. The disembarkation was completed under the immediate protection of the *Meleager* and *Tartar* frigates, supported by the *Egmont*, *Robust*, *Courageux*, and *Colossus*. Captain Dickson had directions, on his anchoring, to send a flag, with peremptory notice to St. Julien, (to whom the seamen had given the command of the fleet in the room of Admiral Trogoffe, and who had the command of the forts on the left of the harbour,) that such ships as did not immediately proceed into the inner harbour, and put their powder on shore, should be treated as enemies. All but seven, whose crews ran off with St. Julien, removed in the course of the day; and the British and Spanish fleets anchored in the Road of Toulon about noon. Rear Admiral Goodall was appointed governor of Toulon; and the Spanish rear admiral Gravina commandant of the troops. Lord Hugh Seymour Conway, and the Hon. Captain Waldgrave, were charged with Lord Hood's dispatches, giving an account of this important event; they were ordered to proceed by different routes to England.

On the 31st, the Republican Gen. Carteaux having approached near to Toulon with about 750 men, and ten pieces of cannon, Captain Elphinstone marched out of Fort Malgue, at the head of 600 British and Spanish troops, put the enemy to the rout, took their cannon, ammunition, horses,

A.D. 1793 two stand of colours, &c. Captain Elphinstone speaks highly of the intrepid conduct of the British and Spanish troops upon this occasion; and laments the fate of Captain Douglas, town-major of Toulon, who was mortally wounded.

Towards the middle of September, the disaffected French seamen, to the number of upwards of 5000, began to be very turbulent in Toulon. Rear Admiral Trogoffe represented to Lord Hood the absolute necessity there was to get rid of them, for the safety of the place. Accordingly, four of the most unserviceable ships of the line* were dismantled of their guns, excepting two, for signals in case of distress, no small arms, and only 20 cartridges of powder: each was furnished with a passport; and the seamen being embarked on board, they sailed with a flag of truce, two for Brest, one for Rochfort, and one for L'Orient.

The following form of the passport given by Lord Hood to each of these ships, will shew how little reason there was to censure the conduct of this gallant officer, for having sent these men from Toulon.

“ By the Right Hon. Samuel Lord Hood, Vice Admiral of the Red, and commander in chief of His Majesty's ships and vessels employed, and to be employed in the Mediterranean.

“ Whereas, from a Convention made between Vice Admiral Trogoffe, and the Committee General of the Sections of Toulon, on the one part, and the seamen belonging to the ports of Brest, Rochfort, and L'Orient, on the other part, I have thought proper, from the existing circumstances, to accede thereto, by granting a safe and free pass to the French two decked ship, called Le ———, which ship is to carry a flag of truce for the purpose of transporting those seamen from Toulon to their respective places of abode, and who are to be landed at the port of ———.”

Ships.

- Le Patriot, served afterwards in the Brest fleet.
- L'Apollon,
- L'Orien,
- L'Entreprenant.

“ These

“ These are therefore to make known to all whom it may concern, that in pursuance of the aforesaid convention, the said ship Le ———, hath my free liberty to proceed without molestation as above-mentioned; and I request all admirals, captains, and commanders of ships and vessels, belonging to the nations in amity with Great Britain, and at war with France, to allow the said ship to pass unmolested to the aforesaid port; but should they be found straying from their direct course, and cannot give justifiable reasons for so doing, they are to be detained and considered as prisoners of war. A. D. 1793

“ Given under my hand and seal on board his Britannic Majesty's ship Victory, outer road of Toulon, this 14th of September, 1793.

“ (Signed,) HOOD.”

“ To all admirals, captains, &c.

“ By command of the admiral,

“ JOHN M'ARTHUR.”

From the 18th to the 21st of September, the enemy made several attacks upon the British advanced posts, and were in general repulsed with some loss. That on the side of the British amounted to only one killed, and ten wounded; among the latter, Lieutenant Newnham, of the navy, who commanded in Fort Pomet; he died a few days after, and was succeeded by Lieutenant Tupper, of the Windsor Castle.

For the better protection in future of the outer road, and naval hospital, which had been exposed to these partial attacks from the enemy, it was found necessary to place a battery on the Hauteur de Grasse; for this purpose, three twenty-four pounders were, by the active zeal and great exertions of Captain Charles Tyler, Lieutenants Serecold and Brisbane, of the navy, with the seamen under their command, with infinite labour and extraordinary expedition, dragged up a very steep ascent.

On the 1st of October, the combined British, Spanish, and Neapolitan troops, under the command of Lord Mulgrave, Captain Elphinstone, and Rear Admiral Gravina, obtained a complete victory over the republican troops on the heights of Pharon, which consisted of near 2000 men, of whom about 1500 were killed, wounded, and taken prisoners; the great loss sustained by the enemy, was chiefly

A.D. 1793 owing to the precipitancy of their retreat, many having fallen over the precipices and broke their necks. The loss on the side of the combined forces amounted to eight killed, 72 wounded, two missing, and 48 taken prisoners.

On the night of the 8th, a detachment of British, Spanish, Neapolitan, and Piedmontese troops, under the command of Captain Robert Brereton, of the 30th regiment, with a party of seamen, under Lieutenant Serecold, of the navy, surprized and carried by storm three strong batteries which the enemy had erected on Les Hauteur des Moulins, and de Reinier; the situation of the ground made it impossible to bring off the guns and mortars; they were therefore spiked and rendered useless. Above 200 of the enemy were killed, wounded, and taken prisoners. On the side of the combined forces, four were killed and seven wounded.

On the evening of the 15th of November, a large body of the enemy made several vigorous attacks on Fort Mulgrave, situated on the heights of Balaguier, which covered the town and harbour of Toulon, in all of which they were repulsed by the spirited exertions of Captain Duncan Campbell, of the Royals, who commanded the detachment in the Fort. The enemy's loss was very considerable, amounting to about 600 men killed and wounded; on the side of the combined forces only 61; among the wounded were Captain Campbell, and Lieutenant Lemoine, of the royal artillery.

On the 30th, the enemy having erected and opened a battery against the post at Malbousquet, from which shells would reach the town and arsenal, Governor O'Hara was determined to attempt to destroy it, and bring off the guns: accordingly, at four o'clock in the morning, a corps of 2300 men, consisting of the combined forces, under the command of Major General David Dundas, marched from Toulon, surprized and completely carried the redoubt. But the ardour and impetuosity of the troops, (instead of forming on the height where the battery was raised, as they were particularly ordered to do,) led them to rush after the enemy near a mile on the other side, in a very scattered and irregular manner. In consequence of which the enemy collected in very great force, and compelled the combined forces to retreat with considerable loss. General O'Hara, who went out himself after the redoubt was taken, and mixing with the troops, was wounded and taken prisoner.

The

The loss sustained by the British, amounted to one lieutenant, and nineteen men killed; four captains, four lieutenants, and 82 wounded; one major and 37 missing. A. D. 1793

From this time to the 18th of December, the enemy were continually receiving reinforcements, and indefatigable in their exertions to erect batteries against all the strong posts, in which they completely succeeded. The night being extremely dark and tempestuous, the Republicans availed themselves of it to storm Fort Mulgrave; this unfortunate circumstance, together with their getting possession of the whole of the peninsula in the course of the day, gave them the entire command of the ships in the road; and by turning the guns at this post against them, they were obliged to be moored farther out. The ships which were in the inner harbour were, by the greatest exertions of their officers and men, brought off, amidst a galling fire from the enemy. It was determined, in a general council of war, that the place was no longer tenable; measures were therefore immediately adopted for the evacuation of the town and arsenal, and destruction of the ships of war. In the evening, the artillery, stores, and troops, were all embarked, together with several thousands of the French royalists, without the loss of a single man. This service was conducted under the judicious management of Captain George Keith Elphinstone, assisted by the Captains Hollowell and Matthews.

The important charge of destroying the arsenal and ships of war, was intrusted to Sir Sidney Smith, who had joined Lord Hood from Smyrna a few days before, and volunteered his services upon this occasion.

This hazardous and difficult enterprize was executed with admirable skill, judgment, and bravery; the success which attended it would have been more complete, and the demolition totally effected, had not the Spaniards, to whom one of the advance posts was entrusted, abandoned it before they were ordered, and also having set fire, instead of sinking, two ships laden with powder, (the Isis and Montreal,) the explosion from which shook to pieces two gun boats, the crew of one was fortunately taken up; but in the other Lieutenant Young, with three men, perished; and many were badly wounded.

Notwithstanding these disasters, and the short notice which Sir Sidney Smith, and his brave companions, had to

A.D. 1793 effect this arduous service, they destroyed ten of the enemy's ships of the line in the arsenal, with the mast house, great store-house, hemp house, and other buildings.

Before day-light, the ships of war were moored out of reach of the enemy's shot and shells; among these were three sail of French ships of the line and three frigates, under Rear Admiral Trogoff.*

The next day Lord Hood proceeded to Hieres Bay, from whence he detached Vice Admirals Hoiham and Cosby to Leghorn and Porto Ferrara, to complete their wine and provisions; and a small squadron under Captain Lutwidge, to cruize before Toulon, to prevent any British ships from entering that port.† Notwithstanding the vigilance of this squadron, the Mozelle, Captain Bennet, on her return from Gibraltar, where she had been sent for ordnance stores, unluckily not knowing of the evacuation of the place, entered the harbour, and was captured.

A List of the Officers employed under Sir Sidney Smith, in the service of burning the French ships and arsenal at Toulon, in the night of the 18th of October.

Captain Charles Hare, Vulcan fire-ship.

Captain William Edgar, Alert sloop.

Lieutenants Cary Tupper, John Gore, Mr. Eales, midshipman.

Victory's boats.

Lieutenants Meluish and Holloway, Alert sloop.

Lieutenants Mathew Wrench, and Thomas F. Richmond; Mr. Andrews, master; Mr. Jones, surgeon; and Mr. Mather, gunner, Vulcan fire-ship.

Lieutenants Ralph W. Miller, and John Stiles, Mr. Richard Hawkins, Mr. Thomas Cowan, and Mr. William Knight, Windsor Castle's boats.

Lieutenants Pater and Middleton; Mr. Matson, and Mr. Vaillant, midshipman, Britannia.

Lieutenant Hill, Swallow tender.

Lieutenant Priest, Wasp gun-boat.

<i>Ships.</i>	<i>Guns.</i>	<i>Ships.</i>	<i>Guns.</i>
* Commerce de Marseilles,	120	Pearl, -	40
Puissant, -	74	Arethusa, -	40
Pompee, -	74	Topaz, -	38
<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>	
† Terrible, -	74	Capt. S. Lutwidge.	
Ariadne, -	20	Capt. T. R. Shivers.	
Sincere, -	18	William Shield.	

Lieutenant

Lieutenant Morgan, Petite Victoire gun-boat.

A.D.

Lieutenant Cox, Jean Bart, gun-boat.

1793

Mr. Young, Union gun-boat, killed.

Lieutenant Patey, Terrible gun-boat.

Ensign Ironmonger, of the Royals.

John Skrimger, boatswain's mate; James Young, gunner's mate; Thomas Knight, quarter-master; and Thomas Clarke, carpenter's mate of the Swallow tender, and who performed the service of preparing combustibles.

John Wilson, advanced centinel.

Don Pedro de Cotiella, adjutant; and Don Francisco Riguielme, lieutenants, Spanish navy.

Don Francisco Teuxillo, commanding a gun-boat.

Officers and Seamen who were killed, wounded, and missing at the attack of Fort Mulgrave, and the Heights of Pharon, on the 17th of December.

Victory, Lieutenant Goddard, Mr. J. W. Loring, midshipman, 2 seamen wounded, 8 seamen missing.

Britannia, 8 seamen killed.

Windsor Castle, 2 seamen killed, 2 wounded, and 2 missing.

Princess Royal, Mr. A. Wilkie, 8 seamen missing.

Marines, Lieutenants Williams, Barry, and Lynn.

List of Ships of the Line, Frigates, and Sloops of the Department of Toulon.

In the Road when the British Fleet entered Toulon.

Ships of the Line now with the British Fleet,

Le Commerce de Marseilles,	120	} commanded by French officers.
Le Pompee,	- 74	

Burnt at Toulon.

Le Centaur,	- 74	Le Commerce de Bourdeaux,	74
Le Destin,	- 74	Le Lys,	- 74
L'Heros,	- 74	Le Themistocles,	- 74
Le Duc Gay Trouin,	74		

Sent into the French Ports on the Atlantic, with French Seamen, &c.

Le Patriote,	- 74	L'Apollen,	- 74
L'Orien,	- 74	L'Entreprenant,	- 74

Burnt

A.D.

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Burnt by accident at Leghorn.

Le Scipion, of 74 guns, most of the crew perished.

Left at Toulon.

Le Genereux, 74 Le Tonnant, 80 L'Heureux, 74

Frigates with the British fleet, commanded by French officers.

La Perle - - 40 L'Arethuse - 40

Fitted out by the British. *Put into Commission by order of Lord Hood.*

L'Aurora - - 32 La Topaz - 38

Remained with the Sardinians.

L'Alceste - - - 32

Sloops with the British Fleet.

*La Poulette - 26 Le Tarleston - 14

Burnt at Toulon.

La Caroline - 20 L'Auguste - 20

Fitted out by the British.

†La Bellette, Capt. Secombe,	} 26	†La Profelitte, Capt. Sericold,	} 24
La Sincere, Capt. Shields,		La Mulet, Capt. Bullen,	
La Mozelle, Capt. Bennet,	} 20		

Fitted out by the Neapolitans. *Fitted out by the Spaniards.*

L'Emperor	-	20	La Petite Aurore	-	18
Le Pluvier	-	20			

* Burnt afterwards at Ajaccio, being unserviceable.

† Burnt afterwards, at Ajaccio, being unserviceable.

‡ Burnt by red-hot shot from the enemy's batteries at Bastia.

|| Sent to Bourdeaux.

Fitting

*Fitting out when the British fleet entered Toulon.*A. D.
1793*Ships of the Line burnt at Toulon.*

Le Triomphant	-	80	Le Suffisant	-	74
† La Serieuse	-	32			

*With the British fleet.**Left at Toulon.*

Le Puissant	-	74	Le Dauphin Royal	120
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*In the Harbour in want of Repair.**Burnt.**Left in the Harbour.*

Le Dictateur	-	74	La Couronne	80
Le Courageux	-	32	§ Le Languedoc	80
L'Iphigenie	-	32	* Le Mercure	74
L'Alerte	-	16	* Le Conquerent	74
<i>Blown up by the Spaniards, with Powder on board.</i>			§ Le Censeur	74
			§ Le Guerrier	74
			§ Le Souvrain	74
Ifis	-	32	La Bretonne	18
Montreal	-	32		

*Fitted out by the British as
a Bomb Ketch.**Left in the Harbour unfit
for service.*

La Latine, Capt.	} 32	L'Alcide	-	74
M'Namara				

*Ships in Commission before the British Fleet entered Toulon.**In the Levant.**Taken by the British.*

Le Duquesne	-	74	L'Imperieuse	-	40
La Sybil	-	44	La Modeste	-	36
La Melpomene		40	L'Eclair	-	22
La Minerve	-	40	<i>At Villa Franche.</i>		
La Sensible	-	36			
La Fortunée	-	32	La Vestal	-	36
La Fleche	-	24	Le Hazard	-	30
La Fauvette	-	24	La Badine	-	24

† Was not totally destroyed, and fitted out again.

* Set on fire, but not destroyed, and were repaired.

§ Intrusted to be burnt by the Spaniards, but saved.

A.D.
1793*At Corsica.**At Cette.*

La Mignon	-	32	La Brune	-	24
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*In ordinary at Toulon.**Building at Toulon.*

La Junon	-	40	One ship of	-	74
			Two frigates of	-	40

Before we quit the occurrences which happened at Toulon, it will be necessary to recite one, which greatly contributed to lay the foundation of that animosity and distrust which afterwards subsisted between the British and Spaniards.

On the 23d of October Lord Hood was much surprised to receive a letter from Don Langara, acquainting him that on account of the valour and good conduct of Admiral Gravina, His Catholic Majesty had promoted him to the rank of lieutenant-general, and “had appointed him commander in chief of the combined forces at Toulon.”

This Lord Hood very properly resisted; the town and its dependent forts, were yielded up to the British troops alone; besides their Sardinian, and Sicilian Majesties had been graciously pleased to confide their respective troops entirely to his lordship’s disposal, or to act under whatever British officer he might judge fit to appoint. He therefore felt it his duty to put the Sardinian and Sicilian troops together with the British, under the command of Major General O’Hara, who had arrived on the same day with a commission to be governor of Toulon and its dependencies.

The menacing position in which Don Langara placed his fleet, consisting of 21 sail of the line, under the pretence of moving into more convenient births, gave strong reasons to suspect he meditated an attack on the British admiral, whose force at that time in the harbour of Toulon was only ten sail of the line. This proved nothing more than a gasconade; though Don Langara sought frequent opportunities to entice Lord Hood to a rupture, by the improper proposals which he frequently made, and the dissatisfaction shewn at the unequal partition of power between the commanders of the two nations; all of which Lord Hood resisted with becoming firmness and resolution.

While

While Lord Hood remained at Toulon, he kept such ships of his fleet as were not necessary for the protection and defence of the place actively employed; Rear Admiral Gell was sent with a squadron* to clear the port of Genoa, of the French; he there seized *La Modeste*, a frigate of 36 guns and 300 men, with three gun boats. *L'Imperieux*, a fine French frigate of 40 guns, took shelter in Aspeccio bay, where she was sunk by her crew, and afterwards weighed by a detachment of the squadron under Admiral Gell.

Captain Robert Linzee was appointed a commodore, and dispatched to Corsica at the pressing solicitation of General Paoli to Lord Hood for assistance. On the 21st of September, the squadron† entered the Gulf of St. Fiorenzo; on the 30th, before day-break, the ships brought up in their stations, and opened a heavy cannonade on the redoubt of Fornili; which continued without intermission till near 8 o'clock; at which time no visible impression had been made on the enemy's works; and the ships (particularly the *Ardent*) so much damaged, and also exposed to a heavy raking fire from the town of Fiorenzo, from whence Commodore Linzee was given to understand he was out of range of shot; together with the want of co-operation on the part of the Corsicans, who had promised to storm the posts on the land side; that he was compelled to retire with the squadron out of the reach of enemy's fire.

The loss sustained by the squadron amounted to 16 killed, and 39 wounded. Commodore Linzee sailed from hence to Tunis, in order to seize on a French ship of 74 guns (*Le Duquesne*) and some gun boats which were lying there; but on his arrival he found the Bey would not permit the neutrality of his port to be violated.

In May the *Isis* of 32 guns and 220 men, commanded by Captain George Lumsdaine, fell in with, and engaged *Le Medée* French frigate of 38 guns and 300 men; the action was maintained with great bravery for a considerable time; when the *Isis's* fore-mast fell over-board, of which the enemy availed himself and made off; the wreck and otherwise crippled condition of the *Isis*, precluded all possibility of Captain Lumsdaine pursuing him. On board

* Appendix, Chap. II. No. 257.

† Appendix, Chap. II. No. 258.

A.D. the *Ifis* the master and 6 men were killed; Lieutenant
1793 Bennet and 23 wounded.

On the 21st of October, Captain Horatio Nelson in the *Agamemnon* of 64 guns, and only 345 men at quarters, the rest of her crew being absent at Toulon, and in prizes, fell in with and attacked four French frigates and a corvette.* A brisk firing continued for near four hours, when the enemy hauled their wind and made off. The *Agamemnon's* masts and rigging were in too disabled a state to hazard a pursuit.

NORTH AMERICA AND NEWFOUNDLAND.

The *Hussar* frigate of 28 guns, commanded by Captain Rupert George, was the only ship attached to the North America station. The *Severn* of 44 guns, Captain Paul Minchin, and the *Alligator* of 28 guns, Captain William Affleck, were appointed to protect the trade to and from Quebec. The latter on her arrival at Halifax, was ordered to proceed, in conjunction with Brigadier General Ogilvie, to the reduction of the islands of St. Pierre and Miquelon, on the coast of Newfoundland. On the 14th of May, Captain Affleck arrived off the islands, and having landed the brigadier-general with the troops from the transports, consisting of the 4th, and part of the 65th, regiments, sent a summons to the French commandant to surrender the islands at discretion, as terms of capitulation would not be admitted; with which he instantly complied; and possession was taken of them by the British troops. Eighteen small vessels with fish, and two American schooners were taken in the harbour.

In the month of July, the French West-India fleet, consisting of above 100 sail, under convoy of the *Jupiter* of 80 guns, *L'Amerique* of 74 guns, and two large frigates, put into the Chesapeake, where most of the merchantmen disposed of their cargoes, or shipped them on board of American vessels for France; in order to avoid the vigilance of the British cruisers.

<i>Ships.</i>		<i>Guns.</i>		<i>Men.</i>
* <i>La Melpomene</i>	—	44	—	300
<i>La Minerva</i>	—	40	—	300
<i>Le Fortunee</i>	—	40	—	300
<i>Le Fouchet</i>	—	24	—	200
A brig	—	14	—	100

Vice

Vice Admiral Sir Richard King commanded the squadron at Newfoundland.* A.D. 1793

The Pluto, of 14 guns, Captain Morris, captured, after an action of 45 minutes, Le Lutin French brig privateer of 16 guns, and 70 men, three of whom were killed, and four wounded. The Pluto had not a man killed or wounded.

In the month of July, Captain Courtenay, in the Boston, of 32 guns, being on a cruize on the banks of Newfoundland, received intelligence that L'Ambuscade French frigate, of 38 guns, and 300 men, was at anchor off Sandy Hook. Captain Courtenay immediately proceeded off that place, and on the 31st he got sight of her. By way of a decoy, Captain Courtenay stood in with French colours hoisted; the French captain believing the Boston to be one of his comrades, sent out a boat with an officer, who was detained, and the boat sunk. The French commander soon discovered the stratagem, got under weigh and stood to sea. The frigates were not long before they were close alongside of each other, when a severe and bloody action commenced, and continued for above two hours, both ships being dreadfully crippled, they mutually separated, the Ambuscade steering for New York, and the Boston for Newfoundland. Captain Courtenay fell towards the close of the action; Lieutenant Butler, of marines, was also killed by the same shot; besides these, 11 men were killed, and 37 wounded. To add to the disparity, the Boston had an officer and 11 seamen on board a prize.

His Majesty, in consideration of the intrepid and gallant conduct which Captain Courtenay displayed in this action, was graciously pleased to settle a pension of 500l. a year on his widow, and an annuity of 50l. on each of his two children.

LEEWARD ISLANDS.

Vice Admiral Sir John Laforey, in conjunction with Major General Cuyler, on the 15th of April took the island of Tobago. The French commandant having refused (upon being summoned) to surrender, their works were stormed, and carried, against a strong resistance, with some loss.

* Appendix, Chap. II. No. 259.

A.D. 1793 Upon the arrival of Rear Admiral Gardner, Sir John Laforey resigned the command, and returned to England.*

Admiral Gardner, and Major General Bruce, encouraged by the disputes which existed between the Royalists and Republicans on the island of Martinico; and being invited by the former to make a descent on the island; accordingly on the 16th of June the general landed with a body of about 3000 British troops, under cover of the ships of war; but finding the Republican party too strong, they were obliged on the 21st to re-embark with considerable loss, particularly to the Royalists, many of whom could not be taken on board the ships, and were unavoidably left to perish by the hands of their implacable enemy.

The *Ferme*, a French ship of 74 guns, commanded by the Vicomte de Riviere, and the *Calypso* frigate, of 36 guns, put themselves under the orders of Admiral Gardner, and saved a number of their unfortunate countrymen from destruction, with whom they proceeded to Trinidad: the ships were taken into the Spanish service, commanded by the French officers.

The French having several ships of war at St. Domingo,† Admiral Gardner dispatched the *Hannibal* and *Hector*, of 74 guns each, to reinforce the squadron on the Jamaica station, and returned to England with the remainder of his ships.

On the 12th and 13th of August, a dreadful hurricane arose in the West-Indies, which raged with great fury: the islands of St. Eustatia, St. Christopher's, and St. Thomas, particularly felt its destructive effects; many plantations were greatly injured; several vessels and lives were lost.

JAMAICA.

Commodore Ford, who commanded the squadron on this station,‡ on the 19th of September, in conjunction

* Appendix, Chap. II. No. 260.

<i>Ships.</i>		<i>Guns.</i>
† L'Eole,	- - -	80
Le Jupiter,	- - -	80
L'Amerique,	- - -	74
La Concorde,	- - -	40
L'Altre,	- - -	40
La Fine,	- - -	36
La Surveillante,	- - -	36

‡ Appendix, Chap. II. No. 262.

with

with Major General Williamson, took possession of Jeremie, on the island of St. Domingo, at the intercession of the French royalists; and on the 23d, Cape Nicholas Mole followed its example. The Commodore, in his public dispatches, speaks highly of the zeal and attention shewn by Captains George Gregory, and Thomas Wolley, on this occasion. On the same day the frigates of the squadron entered L'Islet and Flemande Bay, and captured ten sail of merchantmen, chiefly laden with coffee, indigo, cotton, and sugar.

In May, the Hyæna, of 24 guns, and 160 men, commanded by Captain William Hargood, being on a cruize off Hispaniola, fell in with La Concorde French frigate, of 40 guns, and 320 men; after a severe and spirited conflict, in which the Hyæna was dreadfully shattered, her first lieutenant, and many of her crew killed and wounded, Captain Hargood was obliged to surrender.

On the 25th of November, the Penelope and Iphigenia, of 32 guns each, commanded by the Captains Rowley and Sinclair, fell in with and captured, after a few broadsides, L'Inconstant French frigate, of 36 guns, and 300 men, four of whom, with her first lieutenant, were killed; the captain and twenty wounded. The Penelope had one man killed and seven wounded.

On the 1st of December, his Majesty's packet the Antelope, on her passage from Port Royal to Europe, was chased off Cumberland Harbour, on the island of Cuba, by two French privateers; upon which she bore up for Jamaica. One of them out-sailing the other, continued the chase, and lost sight of her companion. About four o'clock in the afternoon, being little wind, she rowed up to the packet, and exchanged a few shot, which she continued to do at intervals the greater part of the night. At five o'clock the next morning it was almost calm, when the privateer rowed up alongside the Antelope, grappled and boarded her, but was repulsed with considerable slaughter. In this attack, Mr. Curtis, her commander, was killed, with the steward and a French officer; Mr. Mitchell, the mate, was shot through the body, and three seamen wounded. The command devolved on the boatswain, who, with the few brave men that were left, assisted by the passengers, repulsed the enemy in repeated attempts to board. At last observing that they had cut the grappling

A.D. 1793 ropes, and were attempting to sheer off; he ran aloft and lashed the enemy's square sail yard to the Antelope's fore shrouds, and poured in a few well directed vollies of small arms; they immediately called for quarter and surrendered. She proved to be L'Atalante, a schooner of eight three pounders, and 65 men, fitted out at Charlestown. She had eight men killed, and 19 wounded. The Antelope mounted six three-pounders, and was manned with 23 men, of whom three were killed, and four wounded.

As a reward for the gallantry of the crew of the above packet, the House of Assembly at Jamaica voted the sum of 500 guineas to be distributed in the following manner, viz.

To the widow and family of Mr. Curtis, her commander, 200.

To Mr. Mitchell, the mate, 100.

To Mr. Pasco, the boatswain, 100.

To the rest of the crew, 100.

Captain William O'Bryen Drury, in the Squirrel, of 24 guns, having received intelligence that two French ships had taken shelter under a Portuguese fort on the coast of Africa, ran down and boarded them; but when Captain Drury was about to carry off his prizes, the Portuguese governor would not permit it, and fired upon the Squirrel, which was returned, but without effect; the fort being too strong for Captain Drury to contest the point with, he was obliged to retreat.

EAST INDIES.

The instant the declaration of war was made known in this quarter, Pondicherry, together with all the other French settlements, were taken possession of by the British forces.*

1794 Supplies granted by parliament for the sea service.

For 85,000 men, including 12,115 marines,			
For the ordinary, including half-pay			
Extraordinaries,			
Total for the navy, exclusive of ordnance,			
Total supplies granted for the year	£	20,228,119	6 7 $\frac{3}{4}$

* Appendix, Chap. II. No. 262. A list of ships in commission at the end of the year.

<i>Flag Officers employed.</i>		<i>A.D.</i>	
<i>Officers</i>	<i>Rank.</i>	<i>Ships.</i>	<i>Guns.</i> 1794
Portsmouth,			
Sir P. Parker, Bt.† Adm. of the White,		R. William	84
Plymouth,			
R. Cotton, Esq.† Vice Ad. of the Blue,		Cambridge	84
Channel Fleet,			
Earl Howe, Ad. of the White,		{ Queen Char-	
		lotte	110
T. Graves, Esq.† Ad. of the Blue,		{ Royal Sove-	
		reign	110
Sir Alex. Hood, K. B.† Ad. of the Blue,		Royal Geo.	110
B. Caldwell, Esq.*† Rear Ad. of the Red,		Impregnable	98
Hon. W. Cornwallis,*† Rear Ad. of the		} Excellent	74
Red,			
A. Gardner, Esq.*† Rear Ad. of the White		Queen	98
G. Bowyer, Esq.*† Rear Ad. of the Red,		Barfleur	98
T. Pasley, Esq.‖* Rear Ad. of the White,		Bellerophon	74
Sir T. Rich, Bt.‖* Rear Ad. of the Blue,		Culloden,	74
J. Macbride, Esq.*† Rear Ad. of the Red,		Minotaur	74
J. Colpoys, Esq.‖* Rear Ad. of the Blue,		London	98
G. Montagu, Esq.* Rear Ad. of the Blue,		Hector	74
Hon. G.K. Elphinstone,*‖ Rear Ad. of the		} Barfleur	98
Blue,			
J. Bourmaster,*Esq.§ Rear Ad. of the Blue,		Glory	98
Downs,			
J. Peyton, Esq.† Vice Ad. of the Red,		Leopard	50
Nore,			
J. Dalrymple, Esq.† Vice Ad. of the Red,		Sandwich	90
Cork,			
R. Kingsmill, Esq.*† Rear Ad. of the Red,		Swiftsure	74
For Foreign Service,			
G. Vandeput, Esq.*† Rear Ad. of the Red,		Saturn,	74
W. Parker, Esq.§ Rear Ad. of the Blue,		Raisonable	64

† Were advanced in rank April the 11th. ‖ Promoted to their flags April the 11th. * Were advanced in rank July the 4th. § Were promoted to their flags July the 4th.

A.D.

Expedition to Flushing,

1794 Henry Hervey, Esq. § Rear Ad. of the Blue, Sheerness 44

Mediterranean,

Lord Hood, † Admiral of the Blue, Victory 110

W. Hotham, Esq. † Vice Ad. of the Red, Britannia 110

P. Cosby, Esq. † Vice Ad. of the White, { Windsor Castle 98

S. C. Goodall, Esq. † Vice Ad. of the Blue { Princess Royal 98

Sir H. Parker, * † Rear Ad. of the Red, St. George 98

R. Linzee, Esq. || * Rear Ad. of the White, Alcide 74

R. Mann, Esq. § Rear Ad. of the Blue, Bedford 74

North America,

Hon. G. Murray, || * Rear Ad. of the White, Resolution 74

Newfoundland,

Sir R. King, Bt. * † Vice Ad. of the White, Stately 64

Sir J. Wallace, Knt. || * R. Ad. of the White, Monarch 74

Leeward Islands,

Sir J. Jervis, K. B. † Vice Ad. of the White, Boyne 98

C. Thompson, Esq. || Rear Ad. of the Blue, Vengeance 74

Jamaica,

John Ford, Esq. || * Rear Ad. of the Blue, Europa 74

East Indies,

Hon W. Cornwallis, * † Rear Ad. of the Red, Minerva 38

Peter Rainier, Esq. Commodore, - Suffolk, 74

Note, Vice Admiral Caldwell shifted his flag to the Majestic, on being appointed to the command in the West-Indies in October.

The Hon. Vice Admiral Cornwallis returned from the East Indies in May; his flag was hoisted on board the Excellent, and afterwards shifted to the Cæsar, of 80 guns.

Rear Admiral G. K. Elphinstone hoisted his flag on board the Barfleur, in the room of Vice Admiral Bowyer, who was wounded on the 1st of June.

Vice Admiral Cosby shifted his flag to the Alcide; and Rear Admiral Linzee his into the Windsor Castle, upon the former being ordered to England.

Sir James Wallace relieved Sir Richard King on the Newfoundland station.

In November, Sir Richard King was appointed to the command at Plymouth, by the death of Vice Admiral Cotton.

OCCUR-

On the 16th of January, the *Hind* of 28 guns, commanded by Captain Durham, being off the Start, was chased by six French frigates and a cutter;* one of the frigates approached so near to the *Hind* as to exchange a few shot, which killed two men, and wounded some others. Captain Durham before the rest could come up, got close in shore, upon which the Frenchmen tacked and stood over to their own coast. The next day these frigates were seen off the Berry Head, by the *Alfred* of 74 guns, Captain John Bazely, and *Pegasus* of 28 guns, Captain Robert Barlow. Captain Bazely not thinking his force equal to encounter that of the enemy, sent the *Pegasus* into Torbay to forward an account of it to the admiralty, and the commanding officers at Plymouth and Portsmouth. On the same evening some ships were dispatched from Plymouth, and the next morning a squadron under Commodore Pasley, sailed from Spithead in quest of them;† in the mean time the enemy had got into Cherbourg.

<i>Ships.</i>		<i>Guns.</i>
* <i>La Carmagnole</i>	-	40
<i>L'Engageante</i>	-	38
<i>La Pomone</i>	-	44
<i>La Galathee</i>	-	36
<i>La Resolu</i>	-	36
<i>La Babet</i>	-	20

From Plymouth.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
† <i>Powerful</i>	74	W. A. Otway.
<i>Belliqueux</i>	64	J. Brine.
<i>Dictator</i>	64	Edm. Dodd.
<i>Pearl</i>	32	Hon. M. De Courcy.

From Portsmouth.

<i>Bellerophon,</i>	74	{ Commodore Pasley.
<i>Defence</i>	74	{ Capt. W. Hope.
<i>Hector</i>	74	— J. Gambier.
<i>Ruffel</i>	74	— Geo. Montagu.
<i>Latona</i>	38	— J. W. Payne.
<i>Hebe</i>	38	— Ed. Thornborough.
<i>Phaeton</i>	38	— Alex. Hood.
<i>Circe</i>	28	— Sir A. S. Douglas.
		— J. S. York.

A.D. 1794 On the 16th, his Royal Highness Prince Augustus embarked on board the Aquilon of 32 guns, commanded by the Hon. Captain Robert Stopford, and sailed from Spithead for Gibraltar. The Culloden and Hannibal of 74 guns each, commanded by Captains Sir Thomas Rich, and John Colpoys, were ordered to escort the Aquilon part of the way.

On the 20th, Sir John Borlase Warren sailed with a squadron of frigates to cruize off Cherbourg.*

On the 20th of March, Rear Admiral Bowyer sailed from Spithead with a squadron of ships of war, to cruize to the westward.†

On the 25th, the trade from Portugal and the Mediterranean arrived at Spithead, and other ports in the Channel, under convoy of a squadron of ships of war, commanded by the Hon. Captain George Keith Elphinstone.‡ The French ships were officered and manned chiefly by the royalists from Toulon; each had on board a British lieutenant of the navy.

On the 11th of April, his Majesty was pleased to direct the following Promotions of Flag Officers.

Sir Peter Parker, Bt.	}	Admirals of the Blue, to be Admirals of the White,
Hon. Sam. Barrington,		
Rob. Roddam, Esq.		

* Appendix, Chap. II. No. 271.

† Appendix, Chap. II. No. 263.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
† Robust	74	Hon. Geo. Keith Elphinstone.
Colossus	74	Cha. Maurice Pole.
Iris	32	George Lumsdaine.
Mermaid	32	John Trigge.

French.

Puissant	74	Monf. Farrand. §
Pompee	74	Monf. Polaine.
Arethuse	40	Monf. Cazotte.

§ This officer receives a pension of 200l. a year from government, for his gallant conduct at Toulon.

Nic.

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Nic. Vincent, Esq.
Sir Edward Vernon, Kt.
Richard Edwards, Esq.
Thomas Graves, Esq.
Robert Digby, Esq.
Benj. Marlow, Esq.
Sir Alex. Hood, K. B.
Sir Chal. Ogle, Kt.
Lord Hood,

Vice Admirals of the Red,
to be Admirals of the Blue.

Sir Richard Hughes, Bt.
John Elliot, Esq.
William Hotham, Esq.
Joseph Peyton, Esq.
John Carter Allen, Esq.
Sir Charles Middleton, Bt.
Sir John Laforey, Bt.
John Dalrymple, Esq.

Vice Admirals of the White,
to be Vice Admirals of the
Red.

Herbert Sawyer, Esq.
Sir Richard King, Bart.
John Faulkner, Esq.
Philip Affleck, Esq.
Sir John Jervis, K. B.
Adam Duncan, Esq.
Richard Brathwaite, Esq.
Phillips Cosby, Esq.

Vice Admirals of the Blue,
to be Vice Admirals of the
White.

Thomas Fitzherbert, Esq.
Samuel Cornish, Esq.
John Brisbane, Esq.
Cha. Wolfeley, Esq.
Sam. Cron. Goodall, Esq.
Hon. Keith Stewart,
Duke of Clarence,

Rear Admirals of the Red,
to be Vice Admirals of the
Blue.

Richard Onslow, Esq.
Robert Kingsmill, Esq.
Sir George Collier, Kt.
George Bowyer, Esq.
Sir Hyde Parker, Kt.
Rowland Cotton, Esq.
Benj. Caldwell, Esq.
Hon. W. Cornwallis,

Rear Admirals of the White,
to be Rear Admirals of the
Red.

A.D. 1794 William Allen, Esq. } Rear Admirals of the Blue,
 John Macbride, Esq. } to be Rear Admirals of the
 George Vandeput, Esq. } Red.

Charles Buckner, Esq. } Rear Admirals of the Blue,
 John Gell, Esq. } to be Rear Admirals of the
 William Dickson, Esq. } White.
 Alan Gardner, Esq.

Captains.

John Lewis Gidoin, Esq. }
 George Gayton, Esq. }
 George Murray, (1) Esq. } To be Rear Admirals of the
 Robert Linzee, Esq. } White.
 Sir James Wallace, Kt. }
 Will. Pere Williams, Esq. }
 Thomas Pasley, Esq. }

John Symons, Esq. }
 Sir Thomas Rich, Bt. }
 Charles Thompson, Esq. }
 James Cumming, Esq. }
 John Ford, Esq. }
 John Colpoys, Esq. } To be rear Admirals of the
 Skeffington Lutwidge, Esq. } Blue.
 Arch. Dickson, Esq. }
 George Montagu, Esq. }
 Tho. Dumaresq, Esq. }
 Hon. G. Keith, Elphinstone }

On the 23d of April, Sir John Borlase Warren being on a cruize off Guernsey, with a squadron of frigates, at four o'clock in the morning discovered five sail, standing out to sea; and as the day broke he plainly perceived from their manœuvres, that they were enemy's ships of war. Soon afterwards they formed the line of battle on the larboard tack; as did Sir John Warren his squadron on the starboard; on crossing each other the enemy began the engagement, but at a considerable distance, and then tacked. The wind fortunately changing two points, enabled Sir John Warren to weather the enemy, and bring them to close action, at the same time to cut them off from gaining their own shore. The battle was

was maintained on both sides with great resolution for three hours, when two of the enemy's ships struck to the *Flora* and *Arethusa*. The *Melampus*, *La Nymphe*, and *La Concorde* continued to pursue the others; at eleven o'clock the latter ship got near enough to the two frigates which were making off, to receive and return their fire. It was Sir Richard Strachan's intentions to endeavour to disable the sternmost of the enemy's ships, leaving her to be picked up by those which were also in pursuit; and to push on for the headmost; but this ship bore down, and closed to support her consort, pouring in at the same time to *La Concorde*, a raking fire with great effect. Sir Richard Strachan continued to engage them both with much gallantry; but finding that the day was far advanced, and little prospect of being assisted by the ships in chace, which rather dropped a-stern, and his main-top-mast being so badly wounded that he expected it would fall over the side, by which accident both might have escaped; he came to the resolution to secure that ship which was the nearest to him; and by a skilful manœuvre having changed sides in the smoke, he prevented the other either from annoying him, or giving assistance to his friend. They continued in close action from twelve till a quarter before two, when the enemy ceased firing, and hailed that they had surrendered. She proved to be *L'Engageant* of 36 guns, 4 carronades and 300 men. The other frigate *La Resolue*, after firing a few shot, made sail and got off. In the evening the masts of *L'Engageant* fell over-board, and it was with some difficulty and great exertions that *La Concorde's* were prevented sharing the same fate.

British and French Forces.

British.

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>	<i>Killed.</i>	<i>Wounded.</i>
<i>Flora,</i>	36	260	Sir J. B. Warren,	1	3
<i>Arethusa,</i>	38	280	Sir Edward Pellew,	3	5
<i>Melampus,</i>	36	260	Thomas Wells,	5	5
<i>La Nymphe,</i>	36	260	George Murray, (2)		
<i>La Concorde,</i>	36	260	Sir J. R. Strachan,	1	12
<i>French.</i>					

A.D.

French.

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<i>Ships.</i>	<i>Guns.</i>	<i>prs.</i>	<i>Men.</i>	<i>Command.</i>	<i>Killed and Wounded</i>
La Pomone, taken,	44	24	400		between 80 and 100
L'Engageante, taken,					
La Resolue, escaped,	36	18	300	{ M. Desgareux chef d'escadre.	
La Babet, taken,	22	9	200		

On the 2d of May, the fleet under Earl Howe sailed from St. Helen's, together with the East and West-India, and Newfoundland convoys.*

On the 10th, fourteen sail of vessels from Guernsey and Jersey, bound to Newfoundland, were captured in the bay by a French squadron, with their convoy the Castor of 32 guns, Captain Thomas Trowbridge.†

On the 7th, the Swiftsure of 74 guns, Captain Charles Boyles, fell in with, and after a chase of 39 hours, captured L'Atalante French frigate of 38 guns and 274 men, commanded by M. Linois. Before she struck, 10 men were killed and 32 wounded. The Swiftsure had one man killed.

On the 18th, Rear Admiral George Murray sailed from Plymouth, with a squadron of ships of war bound to Halifax.‡

On the 20th, the unanimous thanks of the house of commons were voted to Sir Charles Grey and Sir John Jervis, for their gallant achievements in the West-Indies.

On the 21st, Earl Howe having gained certain intelligence, that the French fleet had some days before put to

* Appendix, Chap. II. No. 264.

<i>Ships.</i>	<i>Guns.</i>
† Le Sans Pareil	84
L'Audacieuse	74
Le Patriote	74
Le Citoyen	74
L'Egalite	44
L'Unite	44
L'Atalante	38
Le Marquillon	24
L'Espervies	22
Le Levrette	12

‡ Appendix, Chap. II. No. 265.

sea from Brest, and were then not many leagues to the westward of him, went immediately in quest of them. On the morning of the 28th, being about 140 leagues west of Ushant, the enemy were discovered at some distance to windward; it then blowing fresh from the S. by W. with a rough sea. Upon their perceiving the British fleet, they bore down in a loose order, and soon after hauled again to the wind, and began to form in order of battle. The British fleet still continuing in the order of sailing, excepting the Bellerophon, Leviathan, Marlborough, Audacious, Russell, and Thunderer, which were advanced a considerable distance to windward of the fleet, and coming fast up with the enemy's rear. About a quarter before two, the British admiral made the signal for a general chase, and to engage the enemy. Towards the close of day, Rear Admiral Pasley in the Bellerophon closed with the rear ship of the enemy's line, a three decker, on which he commenced a firm and resolute attack, supported occasionally by the ships in his division. The Bellerophon being soon disabled fell to leeward; the Audacious came up, just at this time, and continued to engage the same ship for two hours without intermission, when the enemy's mizen-mast fell over-board, her lower yards and main top-sail yard shot away, and otherwise much shattered, in this situation she fell athwart hawse the Audacious; but soon getting clear of each other, the enemy put before the wind, neither was it in the power of Captain Parker to follow her, his rigging and sails were cut to pieces, and the ship for some time quite unmanageable. So soon as the Audacious was in a condition to make sail, Captain Parker wore and steered down to join the fleet; but the night was so extremely dark, that he could not discern their lights, and by this means parted company. In the morning at day light, Captain Parker discovered nine of the enemy's ships about three miles to windward of the Audacious, two of them gave chase; her situation for some time was very alarming, but by the active exertions of the officers and men, she was soon capable of making such sail as to preserve her distance; the ship with which she had been engaged the preceding evening, was observed about a mile and a half to windward, totally dismasted. The French prisoners on board the Audacious, informed Captain Parker that it was Le Revolutionnaire, formerly

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A.D. formerly Le Bretagne. The weather being thick and
1794 hazy, Captain Parker soon lost sight of the enemy; the Audacious was in too disabled a state to give him hopes of rejoining the fleet, he therefore bore away for the Channel.

On the 29th, a partial engagement took place between the hostile fleets, in which some of the enemy's ships were much crippled, and the advantage of the weather-gage obtained by the British. Thick foggy weather prevented any operations on either side, for the two following days, at intervals the fleets were in sight of each other, and not many miles distant.

On the morning of the 1st of June, both fleets being drawn up in order of battle, at half past seven the British Admiral made the signal to bear up, and for each ship to engage her opponent in the enemy's line, who seemed to wait for the attack with great resolution. In a short time a most tremendous cannonade commenced from van to rear, which raged with unceasing fury for about an hour. The enemy's line having been forced through in many places, they began to give way, their admiral vigorously attacked by the Queen Charlotte, bore up in great confusion, and was followed by all those of his ships which were able to carry sail; leaving the rest which were dismasted and crippled at the mercy of their enemies. Upon the clearing up of the smoke, eight or ten of their ships were seen, some totally dismasted, and others with only one mast standing, endeavouring to make off under their sprit-sails. Seven of these were taken possession of, one, Le Vengeur, sunk before the whole of her crew could be taken out, not more than 280 of whom were saved. A distant and irregular firing was continued at intervals between the fugitive and British ships, till about four in the afternoon; the French admiral by this time had collected most of his remaining ships and steered off to the eastward. The Queen Charlotte having lost both her top-masts, the Marlborough and Defence wholly dismasted, and many of the other ships materially damaged; Earl Howe brought to, to secure the prizes, and collect his ships together before night. The Brunswick lost her mizen-mast in the action, and finding herself considerably to leeward of the enemy's line, without a prospect of being able to regain her station, bore up and arrived safe at Spithead; her gallant commander

mander was so dreadfully wounded that he died a few days after.* The loss sustained by the British in this action, amounted to 281 killed, and 788 wounded. On the first list was Captain James Montagu of the *Montague*, and in the latter, Admirals Graves, Bowyer, and Pasley; the Captains Berkeley, Sir A. S. Douglas, Harvey and Hutt.†

The killed on board the enemy's ships which were captured, amounted to 690, wounded 580, exclusive of about 320 lost in *Le Vengeur* when she sunk.

Earl Howe in his public dispatches, made particular mention of the following officers. His Majesty on the 30th, of November, 1796, was pleased to order a gold medal emblematical of the victory, to be presented to each, to be worn round the neck by the admirals, suspended from a gold chain; and by the captains attached to a blue and white ribbon through the third and fourth button-hole on the left side. Admirals Graves and Sir Alexander Hood, Rear Admirals Bowyer, Gardner, and Pasley. Captains Lord Hugh Seymour, Sir Roger Curtis, Sir A. S. Douglas, Hon. Thomas Pakenham, Hon. George Berkeley, James Gambier, John Hervey, Henry Hervey, Thomas Pringle, J. W. Payne, William Parker, I. T. Duckworth, Henry Nicholls, John Elphinstone, and William Hope.

The officers who were absent on service, received at the same time the following letter from Earl Spencer, first lord of the Admiralty.

My Lord, or Sir,

“ The King having been pleased to order a certain
 “ number of gold medals to be struck, in commemoration
 “ of the victory obtained by his Majesty's fleet, under the
 “ command of Earl Howe, over that of the enemy, in the
 “ actions of the 29th of May, and 1st of June 1794. I
 “ am commanded by his Majesty, to present to your lord-
 “ ship one of the medals above-mentioned, and signify
 “ his Majesty's pleasure that you should wear it when in
 “ your uniform, in the manner described by the direction
 “ which (together with the medal and ribband belonging
 “ to it,) I have the honour to transmit to you.

* His widow has a pension of 100 l. per ann. and the two youngest children 25 l. per ann. each.

† Appendix, Chap. II. No. 266.

“ I am

A.D. 1794 “ I am also commanded by his Majesty, to acquaint
 “ your lordship, that had it been possible for all the officers
 “ on whom his Majesty is pleased to confer this mark
 “ of his approbation, to attend personally in London, his
 “ Majesty would have presented the medal to each of them
 “ in person; but that being, from various causes, at this
 “ time impossible; his Majesty, in order to obviate all
 “ further delay, has therefore been pleased to direct them
 “ to be forwarded in this manner.
 “ Allow me to express the great satisfaction I feel in being
 “ made the channel of communicating to your lordship,
 “ so distinguished a mark of his Majesty’s approbation.

“ I have the honour to be, &c.

“ SPENCER.”

“ *Admiralty, 30th Nov. 1796.*”

The meritorious conduct of these officers, was no doubt, highly deserving of so distinguished a mark of royal favour; how far such selections may be consistent with the well-being of so important a service, as that of the British navy, in which every officer is supposed on like occasions to act to the best of his abilities, needs no comment; if in the presence of an enemy, or in action, a commander appears deficient either in courage or conduct, it is more candid and decided in a commander in chief to have such conduct investigated before a public tribunal, rather than leave a doubt on the minds of his country by such oblique insinuations, that some have fallen short in their duty.

On the 11th of June, Earl Howe entered the Channel with the prizes in tow; the next day he ordered Admiral Graves with a part of the fleet to Plymouth; and on the 13th his lordship arrived at Spithead with the remainder.

On the 13th of June, Earl Howe arrived at Spithead with part of his fleet, and the trophies of his victory, having ordered a detachment under Admiral Graves, to put in to Plymouth. Immediately on his lordship’s arrival, he gave out in orders his public thanks to the ships companies for their gallant conduct in the late actions, which were also communicated to the ships at Plymouth, viz.

“ *The Charlotte, at Spithead, June 15, 1794.*

“ The admiral cannot omit the very grateful part of
 “ his duty, that requires these his public acknowledgements

“ ments to be made, of the highly distinguished examples of A.D.
 “ resolution, spirit, and perseverance, which have been 1794
 “ testified by every description of officers, seamen, and
 “ military corps in the ships of the fleet, during the several
 “ actions with the enemy on the 28th and 29th of May, and
 “ the 1st of the present month; and which cannot be better
 “ affirmed than by reference to their effects on those occa-
 “ sions.

“ Nor is the merit of the seamen of the fleet less to be
 “ applauded in their active and unwearied exertions to put
 “ their ships in a state for service so speedily, as it was
 “ completed, after those actions had ceased.

“ (Signed,) HOWE.”

His Majesty's approbation of the conduct and bravery of the officers and men in the above actions was also made known in public orders, together with the thanks of both houses of parliament.*

A most liberal subscription was opened for the relief of the wounded officers, seamen and marines; and also the widows and children of those who so gloriously fell on these days in the service of their king and country. The City of London subscribed 500*l*.

The Corporation of the Trinity House gave 200 guineas; and determined that such widows who had families, should be admitted to the monthly pension at the usual allowance, in preference to all other objects.

The cities of Edinburgh and Dublin also contributed very liberally to this subscription.

His Majesty was graciously pleased to direct the following proportion of prize money to be immediately paid, viz.

		<i>l.</i>	<i>s.</i>	<i>d.</i>
To each of the warrant officers,	-	25	0	0
To each of the petty officers,	-	10	10	0
To each seaman, marine, or soldier,		2	2	0

* On the same day (the 11th of June) Lord Grenville moved for the Thanks of the House to Lord Hood, for his able and judicious conduct in the West-Indies, at Toulon, and in the Mediterranean. The motion was strongly opposed by the Earls of Lauderdale and Derby, chiefly on the grounds of his lordship's conduct at the evacuation of Toulon. Lord Grenville's motion was at length carried, after a long debate, by a great majority; but a protest was, on this occasion, entered, which was signed by the Duke of Bedford, the Earls of Albemarle, Lauderdale, Derby, and Thanet.

And

A.D. 1794 And as a further mark of encouragement and favour to the fleet, the legislature repealed the duty of five per cent. on prize ships, as far as relates to ships of war, or privateers taken from the enemy.

On the 26th of June their Majesties arrived at Portsmouth, and went on board the Queen Charlotte, at Spithead. His Majesty held a levee, and presented Earl Howe with a diamond hilt sword, valued at 3000 guineas; also a gold chain, to which a medal is to be suspended, to be worn round the neck. The royal party dined with Lord Howe, and in the evening returned on shore.

The next morning their Majesties and the Princesses embarked on board the Aquilon frigate, and in the afternoon landed at Southampton, from whence they set off for Windsor.

Admiral Graves and Sir Alexander Hood were created peers of Ireland.

Vice Admirals George Bowyer, Alan Gardner, Rear Admirals Thomas Pasley, and Sir Roger Curtis, Knights Baronets.

A pension of 1000*l.* per annum each was settled upon Admiral Graves, Vice Admiral Bowyer, and Rear Admiral Pasley.*

The account of this action given by Jean Bon St. André, representative of the people for the maritime departments of the French Republic, who was on board the French admiral's ship *La Montagne* during the engagement, may not be uninteresting to my readers.

Brest, June 2.

“ The most terrible and bloody engagement recorded
 “ in history, took place between the two fleets: our
 “ dispositions were well taken; every thing presaged
 “ the most glorious success: the captain of the Jacobin
 “ disconcerted all. We fought with all the courage of
 “ Republicanism: we made dreadful havoc among the
 “ English. At least eight ships were dismasted in each of
 “ the two fleets; but being to the leeward, we had the mis-
 “ fortune not to be able to rally all ours. We brought

* The Committee for the conducting the subscription for the relief of wounded seamen, &c. voted a pair of elegant goblets, value 500 guineas, to be presented to Vice Admiral Bowyer, and Rear Admiral Pasley. who each lost a leg in the action.

“ off five; the others fell into the hands of the enemy, not A.D.
 “ from any deficiency of courage, but from an inevitable 1794
 “ fatality.

“ On board Le Montagne we preserved our masts;
 “ but we had 300 men killed, or dangerously wounded.

“ All the English ships were in the engagement, and we
 “ had six upon us at one time. The commander in every
 “ respect performed his duty. We lost the brave Captain
 “ Bazire; he expired putting up prayers for the triumph
 “ of the Republic. A number of brave men fell: I envy
 “ their fate—I saw them perish on each side, and repine at
 “ the decree which doomed me to survive. The English
 “ fleet is still more damaged than ours. The contest was
 “ maintained on both sides, not merely with courage, but
 “ with the utmost fury: it was the contention of Rome and
 “ Carthage. We are endeavouring to bring our shattered
 “ ships into Brest. I embrace all our friends; tell them
 “ that we are worthy of them.

“ (Signed) JEAN BON ST. ANDRE.”

On the 29th of May, Captain Francis Laforey, in the Carysfort frigate, of 28 guns, and 200 men, being on a cruize in the bay, fell in with, and after a well fought action of an hour and 15 minutes, captured a French frigate of 32 guns, and 200 men, commanded by M. L'Huillier; late his Majesty's ship Castor, taken on the 10th by a division of the French fleet, with her convoy, bound to Newfoundland. The enemy had 16 men killed, and nine wounded. The Carysfort one killed and 16 wounded.

Upon the arrival of Captain Laforey and his prize in port, the principal officers and commissioners of the navy gave in a claim for the ship, &c. the same of right belonging to them for the use of his Majesty.

An opposition to this claim was given on the part of the commander, officers, and crew of the Carysfort.

The French commander, in answer to the 4th interrogatory, said, that he was appointed to the command of the Castor by the French admiral, commander of a division of the naval army of the French Republic, by whose orders he took possession of the Castor at sea on the 10th of May last, having first received a commission from him so to do, as of a ship of war in the service of the Republic; which said admiral had the power and authority to condemn prizes, and to arm, fit out, and equip such ships as he might take,

A.D. 1794 and think calculated for the purpose as ships of war in the service of the French Republic, without first sending them to France to pass through any formal process; and that the said frigate the *Castor* was so armed, equipped, and fitted out accordingly.

The question was, whether, under the circumstances of the case, the recaptors should have the whole of the prize, or only proportional salvage?

Sir James Marriot, judge of the high court of admiralty, in a speech of some length, in which he made several observations on the unequal distribution of prize money in like cases between his Majesty's ships of war, and privateers, wherein the latter are entitled to a sixth, as salvage for re-captures; while the former have only one eighth; at the same time instanced, that in former wars, ships belonging to his Majesty, re-taken by his Majesty's ships, were entitled to only a salvage of one eighth. But as there is a general sweeping clause in the latter part of the section in the present prize act, which says, "That if any ship or vessel retaken, shall appear to have been, after the taking of his Majesty's enemies, by them set forth as a ship of war, the said ship or vessel shall not be restored to the former owners or proprietors, but shall in all cases, whether retaken by his Majesty's ships, or by any privateer, be adjudged a lawful prize for the benefit of the captors."

Sir James Marriot therefore pronounced that the whole value of his Majesty's ship the *Castor*, re-captured under the circumstances in question, should be adjudged to be lawful prize to the captors.

On the 31st of May, the squadron under Rear Admiral Montagu, which had been detached by Lord Howe to escort the convoys to a certain latitude, returned to Plymouth Sound.* Immediately on the arrival of the news of the action of the 1st of June, the rear admiral was reinforced, and ordered to sea, in hopes of being able to pick up some of the stragglers. A few days after he discovered the enemy's fleet, with their disabled ships in tow, between L'Orient and Brest; they were so near the latter port, that Admiral Montagu had no hopes of bringing them to action with any success, and had the mortification to see several of

* Appendix, Chap. II. No. 267.

the ships enter the road before he returned into the channel.

A.D.
1794

By the late humiliating defeat, the French attained the object for which they risked an engagement; their American convoy, amounting to 160 sail, valued at five millions sterling, arrived safe in port a few days after.

On the 8th of June, Sir James Saumarez, in the *Crescent*, of 36 guns, accompanied by the *Druid*, of 32, Captain Joseph Ellifon, and the *Eurydice*, of 20, Captain Francis Cole, having been ordered to cruize off Jersey, at day-light, when about mid-channel, fell in with, and was chased by a squadron of French ships of war.* Sir James Saumarez observing the vast superiority of the enemy, ordered the *Eurydice*, which was the worst sailer, to make the best of her way to Guernsey; whilst the *Crescent* and *Druid* followed under easy sail, engaging the enemy and keeping them at bay, until the *Eurydice* had got to some distance a-head, when the *Crescent* and *Druid* made all the sail they could set. By this time they had approached near to Guernsey; and the enemy were attempting to cut off from the shore the *Druid* and *Eurydice*; but Sir James Saumarez, by a bold and masterly manœuvre, extricated them from their perilous situation, by hauling his wind and standing along the French line, which drew the attention of the enemy from the other two ships, who made sure of capturing the *Crescent*; but by the assistance of an old and experienced pilot, she pushed through an intricate passage never attempted before by king's ships, and effected her escape into the road, greatly to the disappointment of her pursuers.

The following order was given out by Governor Small, who was a spectator of this excellent manœuvre, with the whole island, highly honourable to Sir James Saumarez, the captains, officers, and men under his command.

“ *Head Quarters, June 9, 1794.*

“ SIR,

“ The Lieutenant Governor has directed me to trans-

Ships.		Guns.	
* La Scaevola	} Razee }	-	54
Le Brutus		-	54
La Danæ	-	-	36
La Felicite	-	-	36
Brig,	-	-	12

T 2

“ mit

A.D. “ mit you the following extract of this day’s orders.

1794

“ I have the honour to be, Sir,

“ Your very obedient Servant,

“ R. CAMPBELL, Brigadier Major.

“ *Parole—Saumarez; Countersign—Crescent.*

“ The Lieutenant Governor of Guernsey cannot, without doing injustice to his own feelings, help taking notice thus publicly of the gallant and distinguished conduct of Sir James Saumarez, with the officers and men of his Majesty’s ship *Crescent*, *Druid*, and *Eurydice*, under his command, in the very unequal conflict of yesterday, where their consummate professional skill and masterly manœuvres, demonstrated with brilliant effect the superiority of British seamanship and bravery, by repelling and frustrating the views of a squadron of the enemy at least treble their force and weight of metal. This cheering instance of spirit and perseverance in a most respectable detachment of our royal navy, could not fail of presenting an animating and pleasing example to his Majesty’s land forces, both of the line and island troops, who were anxious spectators, and beheld with admiration the active conduct of their brave countrymen. To the loyal inhabitants of Guernsey it afforded cause of real exultation, to witness the manly and exertive conduct of an officer whom this flourishing island has to boast he is a native of.”

“ SIR JAMES SAUMAREZ,

“ Knt. &c.”

On the 22d of June Rear Admiral Cornwallis sailed from Plymouth Sound with a squadron of ships of war, on a cruize to the westward,* and to escort the East-India ships clear of the Soundings.

A subscription was opened by the city of London for the encouragement of seamen and able bodied landmen to enter on board his Majesty’s ships of war, by giving the following additional bounties over and above those allowed by government, viz.

To every able bodied seamen,	-	10 guineas.
To every ordinary seaman,	-	8 guineas.

* Appendix, Chap. II. No. 268.

To every landman, - 6 guineas.
 To the first hundred boys from 4 feet 4, } 1 guinea.
 to four feet 8, - }
 From 4 feet 8 inches and upwards, - 2 guineas.

A.D.
 1794

On the 4th of July his Majesty was graciously pleased to order the following promotion of flag officers, viz.

Herbert Sawyer, Esq.	}	Vice Ad. of the White to be Vice Ad. of the Red.
Sir Richard King, Bart.		
Jonathan Faulkner, Esq.		
Philip Affleck, Esq.		

Thomas Fitzherbert, Esq.	}	Vice Ad. of the Blue, to be Vice Ad. of the White.
Samuel Cornish, Esq.		
John Brisbane, Esq.		
Charles Wolseley, Esq.		
Samuel Cran. Goodall, Esq.		
Hon. Keith Stewart, Duke of Clarence,		

Richard Onslow, Esq.	}	Rear Ad. of the Red, to be Vice Ad. of the White.
Robert Kingsmill, Esq.		

Sir George Collier, Knt.	}	Rear Ad. of the Red to be Vice Ad. of the Blue.
George Bowyer, Esq.		
Sir Hyde Parker, Knt.		
Rowland Cotton, Esq.		
Benjamin Caldwell, Esq.		
Hon. William Cornwallis,		
William Allen, Esq.		
John Macbride, Esq.		
George Vandeput, Esq.		

Charles Buckner, Esq.	}	Rear Ad. of the White to be Vice Ad. of the Blue.
John Gell, Esq.		
William Dickson, Esq.		
Alan Gardner, Esq.		

John Lewis Gidoin, Esq.	}	Rear Ad. of the White, to be Rear Ad. of the Red.
George Gayton, Esq.		
George Murray, Esq.		
Robert Linzee, Esq.		
Sir James Wallace, Knt.		
William Pere Williams, Esq.		
Thomas Pasley, Esq.		

A.D. John Symons, Esq. } Rear Ad. of the Blue to be
 1794 Sir Thomas Rich, Bart. } Rear Ad. of the Red.

Charles Thompson, Esq. }
 James Cumming, Esq. }
 John Ford, Esq. }
 John Colpoys, Esq. } Rear Ad. of the Blue to be
 Skif. Lutwidge, Esq. } Rear Ad. of the White.
 Arch. Dickson, Esq. }
 George Montagu, Esq. }
 Thomas Dumaresq. Esq. }
 Hon. Sir G. K. Elphinstone, }

Captains.

James Pigot, }
 Hon. William Waldgrave, }
 Thomas Mackenzie, }
 Thomas Pringle, } To be Rear Ad. of the
 Hon. W. C. Finch, } Blue.
 Sir Roger Curtis, Bart. }
 Henry Hervey, }
 Robert Mann, }
 William Parker, }

And on the 23d of October, the following Captains
 were promoted to their flags.

C. Holmes Everitt Calmady, }
 John Bourmaster, }
 Sir George Young, Bart. } To be Rear Ad. of the
 John Hervey, } Blue.
 Richard Rodney Bligh, }

The following gallant exploit is worthy notice.

The ship *Betsy*, bound to London from Jamaica, having parted company with the convoy in the Gulph of Florida, on the 20th of July, when off the Lizard, fell in with, and was captured by a squadron of French frigates. The master and crew (excepting the mate, cook, carpenter, a boy, and Mrs. Williams, a passenger,) were taken out of the *Betsy*; and a lieutenant and 13 Frenchmen put on board to take charge of the prize.

On

On the 23d in the evening, the ship being driven by a heavy gale of wind in sight of Guernsey, a plot was laid for securing the Frenchmen, and to retake the ship. On the mate suggesting it to Mrs. Williams, she instantly fainted, sensible, it is presumed, that if the same failed, every soul would be put to death. Recovering in a short time her composure, she went to the mate, and, with heroism unparalleled, actually engaged to assist in the execution of the project. At eleven o'clock at night, when the lieutenant was asleep in his birth, and others of the French were between decks in the fore part of the ship, the signal was given, and Mrs. Williams kept her resolution, by locking the lieutenant's door, and standing with her back against it to prevent it being forced: in the mean while the Frenchmen on deck were thrust down the fore hatchway by the three men, and threatened with death if they made the least attempt to get up. Providence favoring their efforts with a fine breeze from the S. W. they reached Cowes Road at two o'clock in the morning of the 25th. When a boat went on board, the crew found Mrs. Williams in the same position, with a pistol in her hand.

On the 31st of August, a most daring and brave attempt was made with success by a boat with only three men, who went to sea from St. Mary's, Scilly, in quest of ships, as pilots. At two leagues distance from the land they spoke a brig, which on the 29th had been captured by three French frigates, about twenty leagues to the westward. She was in the possession of seven Frenchmen, five of whom were remarkable stout men: there had been left on board one English sailor and a boy; the former of whom, on a swivel being pointed at the boat, called to them that they had neither powder nor arms, and desired them to jump on board; which they no sooner had done, than a conflict ensued with such weapons as could be most readily obtained; at one time the contest was so desperate that they had nearly overcome the Scilly men; however at length the Frenchmen were subdued, and the vessel on the 1st of September, was carried into St. Helen's Pool. She proved to be the brig Beckford, belonging to Great Yarmouth, from Sopha Bay, on the Barbary coast, laden with saltpetre and hides.

On the 8th of July Rear Admiral Cornwallis returned to Cawsand Bay from a cruize.

A.D. 1794 On the 23d of August, the squadron,* under the command of Sir John Borlase Warren, cruising off Brest, fell in with, and drove on shore near the Penmark rocks, La Felicité French frigate of 40 guns, 18 pounders, and 350 men. And soon after two corvettes, L'Espion and Alert, mounting 18 guns, nine pounders, and 200 men each.† They at first took shelter under cover of three batteries in Hodierne Bay; but being hard pressed, cut their cables, and ran ashore; the boats of the squadron were ordered under Sir Edward Pellew to destroy them; on boarding the corvettes, he found that many of their people were so dangerously wounded, that they could not be removed to the frigates without risk of their perishing; he therefore, for the sake of humanity, let them remain, to be relieved by their friends on shore. The corvettes were bilged and scuttled. In performing this service about 20 or 30 of the enemy were killed and wounded. The Diamond had five men wounded, and the Margaritta one.

On the 29th, L'Impetueux, of 74 guns, one of the prizes taken on the 1st of June, was burnt by accident in Portsmouth harbour.

On the 3d of September, the fleet under Earl Howe sailed from St. Helens on a cruise in the Bay,‡ and continued on that station during the whole of the winter, returning occasionally to Spithead, Torbay, and Plymouth, to refit and water.

On the night of the 4th the weather being extremely dark and hazy, as the fleet was stretching to the westward between the start and the Edystone, several of the men of war ran foul of a fleet of East-India ships which were steering up channel; by which accident the Russel, of 74 guns, lost her bowsprit; the Melampus, of 36 guns, and the Aquilon, of 32 guns, their bowsprits and fore-top masts; several

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
* Flora, - -	36	Sir J. B. Warren.
Diamond, - -	38	Sir Sidney Smith.
Diana, - -	38	Jonathan Faulkner.
Arethusa, - -	38	Sir Edward Pellew.
Artois, - -	38	Edmund Nagle.
Santa Margaritta, -	36	E. Hervey.

† Formerly in his Majesty's service.

‡ Appendix, Chap. II. No. 269.

other

other ships of war were damaged, but not materially. A.D. 1794
The Triton and another, East-Indiamen, were totally dis-
masted.

On the 6th of September, the Lion and Sampson, of 64 guns each, commanded by Captain Sir Erasmus Gower, and Robert Montagu, arrived at Spithead with nineteen sail of homeward bound East-India ships under their convoy. In the first Lord Macartney and suite returned from his embassy to China.

On the 7th the Spanish fleet, which had been lying at Spithead almost the whole summer, sailed for Cadiz.

On the 13th of October Vice Admiral Caldwell sailed from Plymouth with a reinforcement for the West-Indies

Majestic, 74	{ Benjamin Caldwell, Vice Ad. of the Blue.
	{ Capt. George B. Westcote.
Theseus, 74	Robert Calder.
Bellona, 74	George Wilson.

On the 21st, at day-break in the morning, Sir Edward Pellew being on a cruize off Ushant with a squadron of frigates,* then distant about eight leagues, discovered and chased a large French frigate. The advantage of being to windward, permitted Sir Edward Pellew to cut her off from the land. The superior sailing of the Artois afforded Captain Nagle the happy opportunity of distinguishing himself by a well conducted action of 40 minutes; when upon the approach of the squadron, and perceiving the Diamond preparing to rake her, she struck her colours. She proved to be La Revolutionnaire, of 44 guns, and 370 men, three of whom were killed and five wounded; among the latter Thevenard, her captain, slightly. The Artois had Lieutenant Craigy, of the marines, and two men killed, with five wounded.

The Revolutionnaire was a fine new frigate, lately launched at Havre de Grace, 159 feet long, and 41 feet 7 inches in breadth. She was purchased by government, and added to the navy.

Captain Nagle had the honor of knighthood conferred on him for his gallant conduct.

<i>Ships.</i>		<i>Guns.</i>	<i>Commanders.</i>
* Arethusa,	-	38	Sir Edward Pellew.
Artois,	-	38	Edmund Nagle.
Diamond,	-	38	Sir Sidney Smith.
Galatea,	-	32	R. G. Keates,

On

A.D. 1794 On the 6th of November, the *Alexander* and *Canada*, of 74 guns each, commanded by the Captains Richard Rodney Bligh,* and Charles Powell Hamilton, at half past two in the morning being on their return to England from having escorted the Lisbon and Mediterranean fleets a part of the way on their voyage, fell in with a squadron of French ships of war, consisting of five of 74 guns, three large frigates, and an armed brig, commanded by Rear Admiral Neilly. Immediately on discovering this squadron, Captain Bligh, who was then steering large with the wind at west, hauled close upon a wind, as did the *Canada*; and at about four o'clock having passed the strange ships within half a mile, he again bore up and made sail. At day-break Captain Bligh perceived that three of the line of battle ships and a frigate were in pursuit of the *Alexander*, and the rest in chace of the *Canada*, which had hauled more to the northward; and from sailing better than the *Alexander*, soon passed her. At half past seven the French ships hoisted English colours; but upon the *Alexander* and *Canada* hoisting theirs, the French hauled down the English, hoisted their proper ones, and began to fire their bow chace guns, which was returned by the British.

At nine o'clock Captain Bligh observing the enemy's ships which were in pursuit of the *Canada*, drawing fast up with her, made the signal for her to close and form a-head for the mutual support of each other, being determined to defend the ships to the last extremity; Captain Hamilton used every effort to put it in execution, but was baffled in his endeavours by the enemy hauling up so as to cut him off, which obliged him to steer the same course he had done before.

A running fight continued till near eleven o'clock, when the three ships of the line which were in chace of the *Alexander*, came up with, and brought her to close action, which was maintained with great bravery for two hours; at this time the *Alexander* was a complete wreck, her masts tottering, every moment expecting they would fall overboard; about 40 men killed and wounded; Captain Bligh at the same time observing, that the ships which had been in pursuit of the *Canada* had left her, and were coming fast up with him, judged it most adviseable to consult his offi-

* Promoted in October to be Rear Admiral of the Blue.

cers, who were unanimously of opinion, that all further A.D. resistance would be ineffectual; he therefore to save the 1794 lives of a number of brave men, was under the painful necessity of ordering the colours to be struck.

On the 12th of November Vice Admiral Cosby arrived at Spithead with a squadron of ships of war and a large fleet of merchantmen under convoy, from Portugal and the Mediterranean.*

On the 21st, Admiral Lord Hood arrived in the Victory at Spithead, from the Mediterranean.

On the 6th of December, Vice Admiral Cotton commander in chief at Plymouth died, and was succeeded in the command by Vice Admiral Sir Richard King.

The Culloden's ship's company having mutinied, and refused to proceed with the ship to sea; Captain Trowbridge her commander, with great resolution and firmness seized the principal mutineers, who on the 15th, were brought to trial by a court-martial held first on board the Cæsar at Spithead, and adjourned to the Stately in Portsmouth harbour. Eight were sentenced to suffer death, and two acquitted. On the 13th of January following, the sentence was put in execution on five of them on board the Culloden at Spithead; the other three received his Majesty's pardon, and were put on board different ships.

On the 29th of December, a court-martial was held on board the Stately of 64 guns in Portsmouth harbour, for the trial of Captain Edward Bowater of the Regulus of 44 guns, on charges exhibited against him by his officers; he was sentenced to be reprimanded for having used unofficer-like language to the officers of his ship. Of all the other charges he was acquitted.

In the course of this year, small squadrons chiefly composed of frigates, cruized at different times on the coast of France, under the orders of Rear Admiral Macbride, and Sir James Wallace, Captain Sir John Borlase Warren and Sir Edward Pellew.*

Nine cartel ships which were sent with French Prisoners from Martinico, St. Lucia, Guadaloupe, and Barbadoes; on their arrival at St. Maloes, were seized by order of the

* Appendix, Chap. II. No. 270.

† Appendix, Chap. II. No. 271.

A.D. French government, contrary to the law of nations as well
 1794 as justice and humanity; the Captains and crews after being deprived all their personal property were thrown into prison.

By an order from the board of Admiralty, dated the 16th of April; the servants who had been hitherto allowed to the officers in the navy, were put on the following establishment. The captains and officers being allowed for each servant, 11l. 8s. 2d. per annum, the net wages to which they were respectively entitled.

1st Class. To consist of young gentlemen intended for the sea service, (whether the sons of sea officers or not) provided they are not under eleven years of age, to be stiled volunteers, and allowed wages at the rate of six pounds per annum.

2d Class. To consist of boys between 15 and 17 years of age, to be divided into watches with the seamen, in order to make them such, at five pounds per annum.

3d Class. To consist of boys between 13 and 15 years of age, to be attendants upon the officers, at four pounds per annum.

The said allowance to be exempted from the deduction of the chest and hospital.

The following account of the signals made use of at Bamborough castle in Northumberland, in case vessels are perceived in distress, or shipwrecked on the coast, and the charitable institution established there for the relief and assistance of the sufferers, are worthy of imitation throughout the coast of the kingdom, and reflect the highest honour on the feelings and humanity of the promoters of so benevolent and humane an institution.

Signals.

A nine-pounder placed at the bottom of the tower, to be fired if any vessel be observed to be in distress, viz.

Once—When any vessel is stranded or wrecked upon the islands, or any adjacent rock.

Twice—When any vessel is stranded or wrecked behind the castle, or to the northward of it.

Thrice—When any vessel is stranded or wrecked to the southward of it: In order that the custom-house officers, and the tenants, with their servants, may hasten to give all

all proper assistance, as well as to prevent the wreck from being plundered. A.D. 1794

In every great storm, two men on horseback are sent from the castle, to patrol along the coast, from sun-set to sun-rise, that in case of any accident, one may remain by the vessel, and the other return to alarm the castle. Whoever brings the first notice of any vessel being in distress, is entitled to a premium in proportion to the distance from the Castle; and if between twelve o'clock at night and three o'clock in the morning, the premium to be doubled.

A large flag is hoisted when any vessel is seen in distress on the Fern Islands or Staples, that the sufferers may have the satisfaction of knowing their distress is perceived from the shore, and that relief will be sent to them as soon as possible. In case of bad weather, the flag will be kept up, a gun fired morning and evening, and a rocket thrown up every night from the north turret, till such time as relief can be sent. There are also signals to the Holy Island fishermen, who, by the advantage of their situation, can put off for the islands at times when no boat from the main land can get over the breakers. Premiums are given to the first boats that put off for the islands to give their assistance; and provisions and liquors are sent in boats.

A bell in the south turret will be rung out in every thick fog, as a signal to the fishing boats; and a large swivel fixed on the east turret, will be fired every fifteen minutes, as a signal to the vessels without the island.

A large weather cock is fixed on the top of the flag staff, for the use of the pilots.

A large speaking trumpet is provided, to be used when vessels are in distress near the shore, or are run aground.

An observatory is made on the east turret of the castle, where a person is to attend every morning at day break in the winter season, to look out for vessels in distress.

Masters and commanders of vessels in distress, are desired to make such signals as are usually made by people in their melancholy situation.

Assistance, Stores, and Provisions prepared at Bamborough Castle for Seamen, or Vessels in Distress in that neighbourhood.

1. Rooms and beds for seamen shipwrecked, who will be maintained in the castle for a week, (or longer, according to

A. D. to circumstances,) and during that time be found with all
1794 manner of necessaries.

2. Cellars for wine and other liquors from shipwrecked vessels, in which they are to be deposited for one year, in order to be claimed by their proper owners.

3. A store-house for the reception of wrecked goods, cables, rigging, and iron. A book is kept for entering all kinds of timber, and other wrecked goods, giving the marks and descriptions of each, with the date when they came on shore.

4. Four pair of screws for raising vessels that are stranded, in order to their being repaired. Timber, blocks and tackles, handspikes, cables, ropes, pumps, and iron, ready for the use of wrecked vessels.

N. B. But if taken away, to be paid for at prime cost.

5. A pair of chains, with large rings and swivels, made on purpose, for weighing vessels of 100 tons, that are sunk upon rocks, or in deep water.

N. B. These chains are to be lent (gratis) to any person having occasion for them, within forty or fifty miles along the coast, on giving proper security to re-deliver them to the trustees.

6. Two mooring chains, of different lengths, which may occasionally be joined together when a greater length is required.

7. Whenever any dead bodies are cast on shore, coffins &c. will be provided, (gratis) and the funeral expences paid.

MEDITERRANEAN.*

Lord Hood kept his station off Hieres Bay, and in the vicinity of Toulon, until the beginning of February, when he proceeded to Corsica, in order to reduce the whole of that island, many parts of which were in a state of revolt against the authority of their new governors. Commodore Linzee was detached with three sail of the line, two frigates, and some transports with troops, under the command of Lieutenant General Dundas, to the Gulf of St. Fiorenzo.† On the 7th of February the troops made good their landing

* Appendix, Chap. II. No. 272.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
† Alcide, -	74	{ Commodore Linzee. Capt. Woodley.
Egmont, -	74	
Fortitude, -	74	— J. Dickson.
Juno, -	32	— William Young.
Lowestoff, -	32	— Samuel Hood.
		— William Wolfley.

near

near the Bay of Mortella. On the 9th the Fortitude and Juno were ordered to cannonade the tower of Mortella, which was conducted with great bravery on the part of their commanders for two hours and a half, without having made any impression on the enemy's works. The Fortitude received several red hot shot in her hull, which were with difficulty cut out, and the fire extinguished; the ship was otherwise so much disabled, that Captain Young thought proper to haul her off, with the loss of six men killed, and fifty-six wounded. The next day some guns, which were brought to bear upon the tower from a commanding height, obliged it to surrender.

On the 17th at night, the heights of Fornelli were vigorously attacked and carried by assault; the enemy retreated into the town of St. Fiorenzo with considerable loss. On the 19th they evacuated St. Fiorenzo, and continued their retreat towards Bastia. Two fine French frigates which were lying off the town, were destroyed.* The Captains Dickson, Young, Hood, Wolfley, Cook, and Woodley, of the navy, particularly distinguished themselves in this service.

A remarkable instance of the intrepidity and perseverance, so truly characteristic of British seamen, occurred at the attack of Fornelli. It was perceived, that a rocky elevation deemed inaccessible near the summit, commanded the strong tower of Fornelli. Desperate as the attempt was, a party of seamen volunteered their service to gain the top of this hill, the approach to which is in many places almost perpendicular; by means of blocks and ropes they succeeded in dragging three cannon of the calibre of 18 pounders, with their carriages, up this craggy steep, where the pieces were mounted at the distance of a full mile from the sea.

The path along which these spirited fellows crept, would admit in most places only one person at a time; on the right was a descent of many thousand feet, and one false step would have led to eternity. On the left of the path were stupendous overhanging rocks, which occasionally served to fix a tackle that they used in the conveyance of the guns.

When these guns were directed against the tower, the

<i>Ships.</i>	<i>Guns.</i>	
* La Minerva, now St. Fiorenzo,	40	{ weighed up by the English. totally lost.
La Fortune,	40	

enemy

A. D. enemy were covered with astonishment; and to a constant
 1794 and well directed fire kept up from the height, the early surrender of this strong hold is to be attributed.

On the 5th of March, Lord Hood, in the *Victory*, and part of the fleet, arrived in St. Fiorenzo Bay. On the 2d of April his lordship sailed with a detachment of the fleet to assist at the attack of Bastia.*

On the 22d of May, Gentili, the commandant of Bastia, having resisted with great bravery since the 11th of April, the repeated attacks of the British, and a considerable body of Corsicans under General Paoli, surrendered the town and citadel, with the several posts upon the heights, to his Majesty's arms.

The landing of the guns, mortars, and stores, was under the immediate direction of Captain Horatio Nelson, who occasionally commanded at the batteries, in one of which he was severely wounded in the head, and lost an eye. Captain Nelson was ably assisted by Captains Anthony Hunt, Joseph Bullen, and Serecold; Lieutenants Gore, Hotham, Stiles, Andrews, and Brisbane. Captain Wolfeley, in *L'Imperieuse*, kept a diligent watch upon the island of Caprarie, where the enemy had magazines of provisions and stores; whilst Captain Young, in the *Fortitude*, guarded the port of Bastia. Captain Benjamin Hallowell displayed great perseverance by the unwearied attention which he paid to the difficult and fatiguing service of guarding the harbour's mouth during the night with the gunboats and armed launches, whilst the smaller boats were very judiciously placed in the intervals between, and rather without the ships, which were moored in a crescent just out of reach of the enemy's guns.

The loss sustained at Bastia from the 11th of April, to the 19th of May, amounted to seven killed, 13 wounded, and two missing.

Among the killed was Lieutenant Cary Tupper, of the *Victory*. Wounded, Lieutenant George Andrews, of the *Agamemnon*.

The army had seven men killed, 21 wounded, and six missing.

<i>Ships.</i>		<i>Guns.</i>	<i>Ships.</i>		<i>Guns.</i>
* <i>Victory</i> ,	-	110	<i>Egmont</i> ,	-	74
<i>Princess Royal</i> ,	-	98	<i>Fortitude</i> ,	-	74
<i>Alcide</i> ,	-	74	<i>Inconstant</i> ,	-	36

Nothing

Nothing can better demonstrate the high sense which Lord Hood entertained of the services performed by the captains and officers employed on shore at the siege of Bastia, than the following public thanks, which he caused to be given to them through Captain Nelson.

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“ Victory, off Bastia, May 22, 1794.”

“ The Commander in Chief returns his best thanks to Captain Nelson, and desires he will present them to Captain Hunt, Captain Sericold, and Captain Bullen, as well as to every officer and seaman employed in the reduction of Bastia, for the indefatigable zeal and exertions they have so cheerfully manifested in the discharge of the many laborious duties committed to them, notwithstanding the various difficulties and disadvantages they have had to struggle with, which could not have been surmounted, but by the uncommon spirit and cordial unanimity that have been so conspicuously displayed; and which must give a stamp of reputation to their characters not to be effaced, and will be remembered with gratitude by the commander in chief to the end of his life.”

“ Signed, Hood.”

The French having equipped most of the ships which were left after the evacuation of Toulon, put to sea on the 5th of June. Lord Hood no sooner received information of their being out, than he went in quest of them. On the 10th they were discovered, and chase given; at day-light the next morning the fleets were within three or four leagues of each other. The enemy, to avoid an action, pushed for the anchorage in Gourjon Bay, which they effected about two o'clock, without any part of the British fleet being able to get near them, excepting the Dido frigate, which received the fire of some of the ships and forts.* It was Lord

* French ships that took shelter in Gourjon Bay, and were blocked up by Admiral Hotham.

<i>Ships.</i>	<i>Guns.</i>	<i>Ships.</i>	<i>Guns.</i>
Sans Culotte,	120	Heureux,	74
Tonnant,	84	Junon,	40
Bonnet Rouge,	84	Friponne,	36
Duquesne,	74	Bonda,	36
Genereux,	74	Iphigenie,	36
Censeur,	74	Badine,	24

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Hood's

A. D. 1794 Hood's intention to have followed the enemy into the bay, in which case it was generally believed that every ship must have been either taken or destroyed, from the judicious mode of attack proposed by his lordship, and given out in orders to the fleet; but the wind continuing unfavourable, and at times calm, the project was obliged to be abandoned,* which gave the enemy time to land and erect strong batteries on the shore for the protection of their ships. Lord Hood did not altogether give up the hope of being able to destroy the enemy's fleet; for this purpose two or three fire ships were fitted, and ordered to proceed on this service; the command of this desperate enterprize was given to Lieutenants Millert† and Charles Brisbane; but on their approach, they found the enemy so well prepared, and so strongly posted, that the attempt was impracticable. Lord Hood proceeded off Calvi, which place was closely invested by sea and land, leaving Admiral Hotham with a sufficient number of ships to watch the enemy in Gourjon Bay.‡ On the 10th of August General Casabianca surrendered on terms of capitulation, after a gallant defence and siege of 51 days. At this place also Captain Nelson was employed to co-operate with the army; and, together with

* The plan of attack proposed by Lord Hood, was as follows, viz. The St. George and Britannia to engage the Sans Culotte; the Victory and Princess Royal, the Bonnet Rouge; the Windsor Castle and Alcide, the Genereux; the Bedford and Egmont, the Duquesne; the Fortitude and Captain, the Tonnant: the Terrible to draw off the attention of the battery on the east point of the bay, and the Berwick another on the west point. The Illustrious, assisted by four frigates, to attack the five French frigates. The two French ships of the line left out, from their situation, must have fallen if the attack had met with success.

† This gallant officer was afterwards killed, captain of the Thefeus.

‡ Ships that sailed with Lord Hood to Calvi.

<i>Ships.</i>	<i>Guns.</i>	<i>Ships.</i>	<i>Guns.</i>
Victory, -	110	Berwick, -	74
Princess Royal, 98		Egmont, -	74

Left with Admiral Hotham to block up the French Fleet.

Britannia, -	100	Illustrious, -	74
Windsor Castle, 98		Fortitude, -	74
St. George, -	98	Romulus, -	36
Alcide, -	74	Juno, -	32
Bedford, -	74	Meleager, -	32
Captain, -	74	Dido, -	28
Terrible, -	74		

Captains

Captains Hallowell and Serecold, Lieutenants Ferriers and Morgan (who volunteered their service) displayed great zeal and activity. Captain Serecold fell by a grape shot whilst getting the last gun into its place on one of the batteries. This officer commanded the floating battery which was burnt by red hot shot before Bastia, and afterwards served with infinite reputation at the batteries on shore. In him the service lost a promising officer.

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Lord Hood, in his dispatches, speaks highly of the meritorious conduct of Captains Wolfely, Hood, Sir C. Hamilton, Sir Harry Burrard, Cunningham,* Macnamara, and Robinson, and Mr. Wilson, of the Fox hired armed cutter, for their steady perseverance in preserving their respective stations under manifest difficulties, which prevented succours being thrown into the place. The number killed and wounded at the siege of Calvi, amounted to 31 killed, and 60 wounded.

The following armed vessels were taken in the harbour.

Melpomene,	-	40	{ taken into the service, com-
Mignon,	-	18	mand by Capt. J. May.
Augusta brig,	-	4	ditto, and by
Providence,	-	4	
Ca Ira gun boat,		3	

As a great quantity of naval stores were deposited at Ajaccio, Lord Hood appointed Captain Inglefield naval commissioner at that port.

On the 8th of June the Assembly of the General Consult held at Corti, declared unanimously the separation of Corsica from France; and with the same unanimity, and with the strongest demonstrations of joy and universal satisfaction, voted the union of Corsica to the Crown of Great Britain. On the 19th Sir Gilbert Elliot, Viceroy, in presence of the Assembly, received from the president, General Paoli, in the name of the people, the tender of the crown and sovereignty of Corsica to his Majesty, and in his Majesty's name took the oath prescribed, to maintain the liberties of Corsica, according to the constitution and the laws.

In consequence of information which Vice Admiral Goodall had received of the diabolical intentions of the enemy, the following memorandum was issued to the fleet.

* Brought home Lord Hood's dispatches, and promoted to post.

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MEMORANDUM.

Princess Royal, August 15, 1794.

“ Information having been received of the enemy having formed the iniquitous intention to load a vessel with wine, with poison in it, and let her fall into our hands; the Vice Admiral makes the same known to the ships of the squadron, that they may be upon their guard accordingly; and as the intelligence comes from Genoa, and this diabolical design planned at that place, particular care is to be observed in not meddling with any wine cargo taken, which comes from the eastward; and the crew of all suspicious vessels are to be carefully secured.

In October Vice Admiral Cosby sailed with a squadron of ships of war and convoy for England.

In November Lord Hood returned home in the *Victory*, leaving the command of the fleet to Vice Admiral Hotham.

Soon after on the 10th, a most alarming mutiny broke out on board the *Windsor Castle*, the ship on board of which was Admiral Linzee's flag, in St. Fiorenzo Bay. The reason assigned by the mutineers, was a dislike to their admiral, captain, first lieutenant, and boatswain, all of whom they declared should be changed before they would return to their duty. Admiral Hotham, Sir Hyde Parker, and several of the captains of the fleet went on board to endeavour to prevail on the men to return to their duty, rather than resort to extremities, which they positively refused. Captain Shields, her commander, demanded a court-martial on his conduct; but there not appearing any thing to criminate him in the least, he was acquitted; notwithstanding which, the commander in chief, to satisfy the mutineers, sent Captain Gore, another lieutenant, and boatswain to the *Windsor Castle*; and strange to relate, the mutineers also received a pardon.

On the 11th of January, Captain Samuel Hood, in the *Juno* frigate, of 32 guns, on his return from Malta with supernumeraries for the fleet, not having heard of the evacuation of Toulon, at ten in the evening stood in to the outer road; but not perceiving the fleet at anchor there, he concluded they must have taken shelter from the late eastern gale in the new harbour, and steered for it. Having no pilot, or any other person on board sufficiently qualified to take charge of the ship, Captain Hood stationed a midshipman

man at each cat head to look out. Soon after several lights were seen, which were taken for those of the fleet; and upon passing a brig at anchor, Captain Hood hailed to enquire where the British admiral lay; the answers he received were not understood, except that they called to him to luff, upon which the helm was put a lee; but before the ship came head to wind she took the ground. About this time a boat was observed to go from the brig towards the town. Captain Hood ordered the sails to be handed, and the boats hoisted out, to endeavour to warp her off; a flaw of wind from the land taking some of the sails aback which were not furled, forced the ship a-stern, and the anchor was let go; but when she tended with her head to the wind, she again touched the ground abaft. A boat from the shore came alongside of the Juno, out of which the officers and crew eagerly jumped. One of the officers informed Captain Hood that it was the commanding officer's orders that he should go into another branch of the harbour to perform quarantine. A midshipman at this instant observed to Captain Hood that they wore national cockades; and upon his repeating the question of where Lord Hood's ship lay, one of the French officers replied, "*Soyez tranquille, les Anglois sont de braves gens, nous les traîtres bien; L'Admiral Anglois est sorti il y a quelque tems.*" It may be easily conceived what Captain Hood's feelings must have been at such a reply. At this moment a flaw of wind coming down the harbour, Mr. Webly, the third lieutenant, said to Captain Hood, "I believe, Sir, we shall be able to fetch out, if we can get her under sail." The hint was immediately taken by Captain Hood, who with great presence of mind, ordered every person to their respective stations, and the Frenchmen to be sent below; they at first shewed a disposition to resist; but the marines were directed to take the half pikes, and soon forced them down. Such was the alacrity of the officers and crew, that in less than three minutes every sail in the ship was set and braced for casting; as soon as the cable was tort it was cut, and they had the good fortune to see the ship start from the shore; the head sails were filled; and a favourable flaw of wind coming at the same time, she got good way. The instant the brig saw the Juno under sail, she and one of the forts began to fire on her. On approaching Cape Sepet, Captain Hood was apprehensive he should not weather it without

A.D. 1794 making a tack; but the wind shifting so as to admit his lying up two points, he just weathered the cape, under a heavy fire from the batteries. Soon after he was able to keep the ship away, and commenced a brisk fire on the enemy, which continued till half past twelve, when being out of reach of their shot, the firing ceased.

Notwithstanding the severe cannonade through which the *Juno* was obliged to pass, not a man was hurt on board of her; neither were her sails and rigging very materially damaged.

On the 17th of June, the honourable Captain Paget, in the *Romney* of 50 guns, being between the island of Tino and Miconi, with a convoy under his charge, discovered a frigate under national colours, and a broad pendant, at anchor in shore with three merchantmen. The *Leda* and *Tartar* being at this time in sight from the *Romney's* mast head, Captain Paget ordered the convoy to join them; he then hauled his wind, and came to an anchor in Miconi roads, within a little more than a cable's length from the French commodore. Captain Paget immediately sent an officer on board to desire he would strike his colours, and surrender to his Britannic Majesty, or that he should fire into him; he replied that he was well acquainted with the force of the *Romney*;* that he was well prepared both with men and ammunition; and that he had made oath never to strike his colours. By this time he had placed his ship between the *Romney* and the town of Miconi, which obliged Captain Paget to warp his ship farther a-head, in order that his guns might point clear of the town. At one o'clock in the afternoon he got abreast of the enemy; and having secured the ship with springs on her cables, gave him a broadside, which he instantly returned. A severe action ensued, and continued without a moment's intermission for an hour and ten minutes, when the enemy struck his colours. The ship proved to be *La Sybille*, of 46 guns, and 430 men, commanded by Commodore Rondeau. She had 55 killed, including the second lieutenant and captain of marines; and 103 wounded, nine of whom died.

The *Romney* had eight men killed, and 30 wounded.

* She had several men absent; her complement at the time of the action was only 260 men.

Captain Paget also took possession of the three merchantmen.*

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NORTH AMERICA.

The *Dædalus* frigate, of 32 guns, commanded by Sir Charles Knowles, having met with very tempestuous weather, on her passage to Halifax, in which the ship received considerable damage, and sprung her main and mizen masts, was obliged to put into Norfolk, in Virginia, where she took in new masts, and was about to sail, when a French squadron, consisting of two sail of the line, six frigates, and two corvettes, arrived, and blocked her up. On the 20th of April the French put to sea with a large fleet of merchantmen, bound to France, leaving only the *Concorde* frigate, and a corvette of 16 guns. Sir Charles Knowles was now determined to proceed to Halifax, and was making every arrangement to get under sail and engage the French ships, should they attempt to molest him; when on the morning of the 17th of May he was joined by the *Terpsichore*, of 32 guns, Captain R. Bowen. Notwithstanding this accession of force, the French commander shewed a disposition to follow the frigates, and bring them to action. Sir Charles Knowles stood off from Cape Henry four or five miles, and then hove to; upon which the *Concorde* tacked, and returned to her anchorage.

In June Rear Admiral Murray arrived at Halifax with a strong squadron.†

NEWFOUNDLAND.

Rear Admiral Sir James Wallace commanded on this station, where nothing of any importance occurred. The fisheries were properly protected, for which he received the thanks of the merchants. A French squadron appeared on the banks, and cruized for a short time without doing any material injury to the trade.‡

* Captain Paget died soon after off the island of Minorca, on his passage down the Mediterranean. He was a young officer of infinite merit in his profession; beloved and esteemed by all who knew him; and a public loss to his country.

† Appendix, Chap. II. No. 273.

‡ Appendix, Chap. II. No. 274.

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LEEWARD ISLANDS.

1794

On the 3d of February Vice Admiral Sir John Jervis, and General Sir Charles Grey, sailed from Carlisle Bay, Barbadoes, with a part of the fleet, and a large body of troops, to the attack of Martinico.* Before the 16th of March the whole island, excepting Forts Bourbon and Royal, was in possession of the English. On the 17th a battery which had been erected on Point Carriere, which forms the east side of the entrance of the Careenage, opened at day-light in the morning, and with the gun-boats kept an incessant fire on Fort St. Louis; while the gun and mortar batteries on the heights played on Fort Bourbon; Lieutenant Bowen, of the Boyne, who had commanded the night guard and gun-boats for a considerable time, perceiving a favourable moment, pushed into the Careenage with the rowing boats of the guard, boarded the Bien Venu French frigate,† and brought off the captain, lieutenant, and about 20 men, who were on board her, under a smart fire of grape shot and musketry from the ramparts and parapet of the fort. The success of this gallant action determined the general and vice admiral to attempt the town and Fort Royal by assault. Accordingly, forty scaling ladders were prepared, from twenty to thirty-six feet long; and the Asia and Zebra to hold themselves in readiness to enter the Careenage, in order to batter the fort, and to cover the flat boats, barges, and pinnaces, under the command of Commodore Thompson, supported by Captains Nugent and Riou; while a detachment of the army advanced with field pieces along the side of the hill under Fort Bourbon, towards the bridge, over the canal, at the back of Fort Royal. This plan of attack was put in execution on the 20th, and succeeded in every part, excepting that of the Asia getting into her station, which failed of success for want of conduct in the ci-devant lieutenant of the port, M. de Tourelles, who had undertaken to pilot her in. Captain Faulkner observing the Asia baffled in her attempts; and the Zebra having been for a length of time under a shower of grape shot, (which he, his officers and crew, stood with a firmness not to be described,) he determined to undertake the service alone, and which he exe-

* Appendix, Chap. II. No. 275.

† Afterwards named the Undaunted.

cuted with matchless intrepidity and conduct, running the Zebra close to the wall of the fort, and leaping overboard at the head of his sloop's company, assailed and took this important post before the boats could get on shore, although they rowed with all the force and animation which characterize British seamen in the face of an enemy. The whole army and squadron bore testimony of the very meritorious conduct of Captain Faulkner upon this occasion.* Soon after the surrender of the fort, the troops advanced and took possession of the town;† while a strong detachment from the naval battalions at Point Negro, under the command of Captains Rogers, Scott, and Baynton, in the flat boats, &c. approached the beach in front. M. Rochambeau, who commanded in Fort Bourbon, no sooner saw the fate of Fort Royal, than he sent out his aid-de-camp with a flag, offering to surrender on capitulation. The terms of which were adjusted and agreed upon on the 22d, and the next day the British colours were hoisted on the fort, and its name changed to Fort George.

The loss sustained by the navy at Martinico was 15 killed, and 32 wounded.

The reduction of Martinico was no sooner effected, than without a moment's loss of time, a detachment of troops, ordnance, &c. were re-embarked, and the fleet proceeded to St. Lucia, which they reached on the 1st of April; every necessary arrangement having been previously concerted, a landing was effected on three different points, with little resistance, and no loss. The first at Marigot des Roseaux, was conducted under the vice admiral's own directions, assisted by Captain Hervey; the second under Commodore Thompson, at Ance de Choc; and the third at Ance de Cap, under Lord Garlies. Although the ships were obliged to keep very close to the shore, and were struck by many shot from the enemy's batteries, not a man was hurt. On the 3d the enemy's out posts were all carried; and the next day

* A short time previous to this desperate and bold attempt, Captain Faulkner was tried by a court-martial, and honourably acquitted, for having killed a quarter-master belonging to his ship, for disobedience of orders during an engagement. This gallant young officer was son of Captain Robert Faulkner, who took *La Courageux*, of 74 guns, in the year 1761.

† Its name changed to Port Edward, in honour of his Royal Highness Prince Edward, now Duke of Kent, who served as a major-general, and greatly distinguished himself.

A. D. Morne Fortune* summoned to surrender on terms of capitulation; which, after some hesitation on the part of General Ricard, were at length accepted, and the whole island subjected to the dominion of Great Britain, without costing her the life of a single man.

1794 Having left a sufficient number of troops at St. Lucia for its protection, the admiral and general on the 5th proceeded for Fort Royal Bay, Martinico, where they arrived the same evening. The two following days were employed in shifting the troops from the ships of war to the transports, and taking on board ordnance, stores, and provisions. On the morning of the 8th the admiral sailed with the squadron, transports, &c. for the reduction of Guadaloupe;† the next day Captain Rogers was detached with four frigates to take possession of Isles des Saintes, which he effected with great gallantry early in the morning on the 10th, without any loss. On the same day the admiral anchored with most of the fleet off Point-a-Petre, in Guadaloupe. A fresh of wind and strong lee currents, prevented all the transports from getting in till the next day. The General, Sir Charles Grey, without waiting for the arrival of all the troops, made good his landing in Grosier Bay, at one o'clock on the morning of the 11th, under cover of the Winchelsea. Lord Garlies, with infinite judgment and intrepidity, placed his ship so close to the enemy's batteries, that they could not stand to their guns, which were soon silenced. In effecting this service, his lordship was slightly wounded. At day-break on the morning of the 12th, the strong post of Fort Fleur d'Epée was carried by assault, and the greatest part of the garrison were put to the sword; the troops being ordered not to fire, but to execute every thing with the bayonet. On this desperate service, the battalion of seamen, commanded by Captains Nugent and Faulkner, greatly distinguished themselves. Mr. George Roe, and Mr. Robert Colquhoun, midshipmen, with 11 seamen were wounded; in the army 15 were killed, and 45 wounded. The loss of the enemy, 67 killed, 55 wounded, and 110 prisoners. This success put the British in immediate possession of Grand Terre; which was followed on the 20th by the surrender of Basseterre by capitula-

* Changed to Fort Charlotte.

† Appendix, Chap. II. No. 276.

tion, including the whole island of Guadaloupe with its dependencies, comprehending Marigalante, Deseada, the Saintes, &c. D. A. 1794

From a return found amongst the French General Calot's papers, it appeared that the number of men able to bear arms in Guadaloupe, was 5877; and the number of fire arms actually delivered out to them was 4044.

Captain Christopher Parker, of the *Blanche*, was entrusted with the admiral's dispatches to England, giving an account of the reduction of St. Lucia; and Captain Charles Edmund Nugent, of the *Veteran*, with those of Guadaloupe.

The rapid successes of the British arms soon met a check. On the 3d of June, a French Squadron, consisting of two frigates, one corvette, two large ships armed en flute, with five transports, appeared off the island of Guadaloupe, and manifested an intention of attacking Fort Fleur d'Épée. Col. Drummond, who commanded at the death of Major General Dundas, mistaking the number of the invaders, sent a detachment of Royalists, in the hope of surprising them at a post they had established near the village of Grozier. On the first fire the royalists fled and dispersed, and only a few returned to the fort. On the 5th the French landed in greater force, and the next day attacked Fort Fleur d'Épée, which they carried by storm. The garrison retreated with considerable loss to Fort Louis. This post, however, not being considered as tenable, was also evacuated; and Colonel Drummond, with the shattered remains of his garrison, retired to Basseterre.

The admiral and general, who were at St. Christopher's, did not receive intelligence of this disaster until the 5th, when they immediately collected what force they could, and sailed for Guadaloupe, where they arrived at two in the afternoon on the 7th, when the general was put on shore at Basseterre. The admiral being joined by the Squadron under Commodore Thompson from Martinico; and having left out ships to cruise and intercept any reinforcements which might be coming to the enemy, anchored off Point-a-Petre.* Here the admiral observed the enemy's ships at anchor in the Careenage, and that they were in possession of

D.A. the whole of Grand Terre. From this time to the 19th, 1794 many of the ships of war were employed in collecting forces from the different islands. On the morning of this day a large body of troops, under Brigadier General Symes, and two battalions of seamen, under the command of Captains Lewis Robertson, and Charles Sawyer, effected a landing without opposition at Ance Canot, under cover of the Solebay and Winchelsea; and the same evening took possession of the town of Grozier, which the enemy abandoned, burning some houses.

Several desperate attacks were made on the enemy's posts, and on Fleur d'Epee, which terminated in great slaughter on both sides. Before day-break in the morning of the 2d of July, an unsuccessful effort was made to carry by assault the town of Point-a-Petre. Either by accident or design, the British troops were misled by the guides, and entered the town in the part where they were most exposed to the enemy's fire, and where it was impossible to scale the walls of the fort. In consequence of which they suffered considerably from round and grape shot, as well as by a continued fire from the houses. A retreat was unavoidable, which was attended with great loss. On the 3d, the troops, artillery, and stores, were withdrawn from Grand Terre, and sent to reinforce the posts on Basseterre.

The loss sustained by the navy at Grand Terre amounted to seven killed, 29 wounded, and 16 missing.

Among the former was Captain Lewis Robertson, of the Veteran, who was killed at the attack of Point-a-Petre on the 2d.

Wounded Lieutenant Isaac Wolley, of the Boyne, and John Mercer, lieutenant of marines, of the Assurance.

In the army the loss was much more considerable; one lieutenant-colonel, four captains, seven lieutenants, seven serjeants, two drummers, and 91 rank and file killed; one major, three captains, seven lieutenants, 13 serjeants, eight drummers, 298 rank and file wounded; one serjeant, three drummers, 52 rank and file missing.

On the 6th of October the French having received considerable reinforcements, made a vigorous attack on the camp at Barville; and obliged Brigadier-General Graham to capitulate. On the 10th of December Fort Matilda, the only post which the British held on the island of Guadaloupe, also surrendered to the Republican arms.

On

On the 14th of November Vice Admiral Caldwell arrived at Martinico. Soon after Sir John Jervis, and General Sir Charles Grey, returned to England in the *Boyne*; they arrived in Plymouth Sound on the 11th of January, 1795. A.D. 1794

AT JAMAICA.

The campaign opened in this quarter by the surrender on terms of capitulation, to Commodore Ford and Lieutenant Colonel Whitelocke, of the parishes of Jean Rabel, St. Marc, Archayen, and Bocassin, on the north, and Leogane, on the south side of the Bight. On the 3d of February the enemy's strong post at Cape Tiberon was taken, after a short resistance, in which three were killed, and 10 wounded. About fifty of the enemy were killed; the remainder, amounting to 600, retired to Aux Cayes, leaving behind them a considerable quantity of stores, artillery, and ammunition. Shortly afterwards the post of L'Arul, six miles from Leogane, which was garrisoned by 600 men, was taken by storm by Colonel Whitelock.

On the 30th of May Commodore Ford having collected his squadron in the road of L'Archaye and embarked a large body of troops with stores, artillery, &c. under Brigadier General Whyte, sailed to the attack of Port-au-Prince.* On the same evening the ships of war and transports anchored in their respective stations; and the operations being ready to commence, a flag of truce was sent the next morning to demand the surrender of the place; but as the boat approached the harbour, the officer charged with the dispatch, was informed that no flag of truce would be admitted, he consequently returned with the letter.

The general and commodore having agreed in opinion, that the possession of Fort Bizotten was an object of the first consideration, the necessary preparations were immediately made for attacking it. Accordingly, at half past seven in the morning on the 1st of June, the *Belliqueux* and *Sceptre* got under weigh with the sea breeze, and were placed by their commanders with great precision against the fort, and instantly commenced a brisk and well-directed fire upon it. The *Penelope* frigate at the same time anchored close to the shore, to flank a ravine on the back of the fort; whilst the *Irresistible* and *Europa* kept under sail to throw in

* Appendix, Chap. II. No. 278.

A. D. 1794 a broadside when opportunity offered ; as well as to keep off a body of the enemy's horse, and some brigands who appeared disposed to annoy the landing of the troops, which was completely effected by five o'clock in the evening, under the direction of Captain Affleck, of the Fly sloop. Although the fort returned the fire of the ships but slowly after they were placed, and sometimes appeared quite silenced ; yet they kept the colours still flying, and fired a shot now and then till six o'clock in the evening, when a most tremendous thunder storm and deluge of rain put an end to all firing. At half past eight, Captain Daniel, of the 41st regiment, with 60 men, stormed and carried the fort ; with the loss of Captain Wallis, of the 22d regiment, and six men killed ; Capt. Daniel and three men wounded.

Arrangements were now made for landing the whole of the troops, and to make a general attack upon the sea batteries and heights which defended the town. But on the evening of the 3d some deserters came off to the Europa, and informed the commodore that the commissaries, with the principal part of their force, had made their escape towards Aux Cayes, to avoid being surrounded by the British troops, by which means the town and shipping were saved, as they had prepared several merchant ships with combustibles, and moored them in such a situation as to set fire to the whole.

On the morning of the 4th, the ships of war got under sail, and hoisted the British colours on the sea batteries ; while the general landed with the troops and took possession of the town on the land side.

The loss sustained by the navy at the attack of Port-au-Prince, amounted to five seamen killed, and sixteen wounded.

The following is a list of the ships and vessels found in the harbour of Port-au-Prince, the 4th of June, 1794.

<i>Ships.</i>		<i>Tons</i>	<i>Laden.</i>
La Clementina,	-	550	sugar and coffee
La Sufette,	-	300	{ sugar, coffee, cotton, and indigo
La Lydia,	-	250	sugar and indigo
La Fidelle,	-	500	ditto
L'Ocean,	-	340	sugar and coffee
La Momus,	-	300	ditto

L'Aimable

<i>Ships</i>	<i>Tons</i>	<i>Laden.</i>	<i>A.D.</i>
L'Aimable Petite Sufette,	270	sugar and coffee	1794
Le Casimir, -	400	ditto	
Le Courier, -	500	ditto	
Le Bon Accord, -	350	ditto	
La Rosalie, -	260	ditto	
Le Metier, -	350	ditto	
La Petite Riviere, -	500	ditto	

Brigs.

La Manon, -	260	sugar and coffee
Le Charles Honoré, -	280	ditto
La Margareta, -	200	indigo, sugar, and coffee
Name unknown, -	300	sugar and coffee
Name unknown, -	200	ditto
Name unknown, -	150	ditto
La Catherine, -	160	ditto
Name unknown, -	200	ditto
Name unknown, -	200	ditto

Vessels in Ballast.

<i>Ships.</i>	<i>Tons.</i>
Le Du Gueselin, -	400
La Henriette, -	600
La Bien Aimé, -	600
Le Sage, -	700
Le Courier du Cap, -	400
L'Esperance, -	400
L'Espoir, -	200
Le Forbe, -	350
Theodore Josephine, polacre, -	200
Le Jeune Desire, snow,	300
Le Charles, brig -	350
Les Deux Cousins, ditto,	250
Name Unknown, ditto,	250
Three sloops from 60 to tons.	20

Old Vessels in the Careening Harbour.

Le Custard, -	550
L'Amphitrite, -	550
Lempriere, -	300
Le Manuel, -	550
Three brigs.	

On

A. D. On the 25th of December the Fort at Tiberon was at-
 1794 tacked by three French armed vessels from Aux Cayes, assisted by a body of troops and some artillery, which were landed; and having erected a battery on a commanding height, commenced a brisk cannonade on the fort, which, after a severe contest, was evacuated by the British on the 29th; the enemy burnt from the fire of their battery the King George armed ship.

COAST OF AFRICA.

On the 28th of September a French squadron, consisting of L'Experiment, of 50 guns, two frigates, two armed brigs, and two Guineamen, (which they had captured) well armed, appeared off the settlement of Sierra Leone, which was obliged to surrender. The French landed and proceeded to pillage the town, and then destroyed all the public buildings, and several vessels which were in the river. One of the company's ships of 400 tons, was captured. They also pillaged the factory on Bence island, and then proceeded to Cape Mount, where they took and destroyed a great number of ships and vessels. The British ships employed on the coast of Africa this year, were the Dictator, of 64 guns, Captain Edmund Dod, and Fairy sloop, of 16 guns, Captain Richard Bridges.

EAST-INDIES.

Commodore Peter Rainier was appointed to the command of the squadron* on this station; he sailed from England on the 2d of May with the East-India convoy, and arrived in Madras Road in the month of October.

On the 5th of May, the Orpheus, of 32 guns, Captain Newcome, in company with the Centurion of 50 guns, and the Resistance of 44 guns, commanded by Captains Edward Pakenham, and Samuel Osborne, fell in with off the Mauritius, La Guay Trouin French ship of 34 guns, and 400 men; which after a sharp contest they obliged to strike, with the loss of 21 men killed, and 60 wounded. The Orpheus, which was the only ship engaged, had one midshipman killed, a mate and eight men wounded. The Guay Trouin had been the East-India Company's ship Princess Royal, which, when taken by the French, was fitted out as a ship of war.

* Appendix, Chap. II. No. 279.

On the 22d of October, the Centurion, Captain Samuel Osborne, and Diomedé, Captain Mathew Smith, being on a cruize off the island of Mauritius, discovered and chased three ships and a brig.* At half past three in the afternoon they got within half a musket shot; when the French commodore hoisted his colours, opened his fire, and a brisk action commenced. At four the French commodore made sail, and was followed by the rest of his ships, excepting the largest, which remained to leeward under a heavy fire, the calm it occasioned, prevented her getting a-head. The whole of the enemy's fire being chiefly directed at the Centurion; her masts, sails, and rigging were so much torn and cut to pieces, that they were entirely useless, by which means she was unable to keep up with the enemy. At 45 minutes after five the fore-top mast of the ship to leeward was shot away, and she bore up before the wind, the ships a-head followed her, and one of them took her in tow: the Centurion and Diomedé wore after them; but Captain Osborn soon found that the Centurion had received so much damage in her masts and rigging, that it was necessary to give over the pursuit, and put the ship's head to the sea to prevent the masts from falling overboard.

The island of Mauritius being in sight, the enemy got into Port Louis. The Sybille, which had maintained the greater part of the action, was a complete wreck; and four hours after she arrived in port was obliged to be run ashore to avoid sinking.

* BRITISH.

<i>Ships.</i>		<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
Centurion,	-	50	300	Capt. Samuel Osborne.
Diomedé,	-	44	200	— Mathew Smith.

FRENCH.

La Sybille,	-	40	400
La Prudente,	-	36	300
Ship of	-	26	
Brig of	-	82	

A. D.	Supplies granted by parliament for the sea service.			
1795	For 100,000 men, including 15,000 marines,		<i>l.</i>	<i>s.</i> <i>d.</i>
	Ordinary, including half-pay,		5,200,000	0 0
	Extraordinaries, &c.		589,683	3 9
			525,840	0 0
	Total for sea service, exclusive of ordnance,		6,315,523	3 9
	Total supplies granted for the year,		29,307,265	10 9 $\frac{3}{4}$

Flag Officers employed.

<i>Officers.</i>	<i>Rank.</i>	<i>Ships.</i>	<i>Guns.</i>
Portsmouth,			
Sir P. Parker, Ad. of the White,		R. William,	84
Plymouth,			
Sir R. King, Vice Ad. of the Red,		Cambridge,	84
Channel Fleet,			
*Earl Howe, Ad. of the White Union,		Q. Charlotte,	110
Lord Bridport, Ad. of the Blue,		R. George,	110
Sir Alan Gardner, Vice Ad. of the Blue,		Queen,	98
Hon. W. Cornwallis, Vice Ad. of the Blue,		R. Sovereign	110
J. Macbride, Vice Ad. of the Blue,		Minotaur,	74
J. Colpoys, Rear Ad. of the White,		London,	98
Hon. G. K. Elphinstone, Rear Ad. of the White,		Barfleur,	98
Sir R. Curtis, Rear Ad. of the Blue,		no particular ship.	
H. Hervey, Rear Ad. of the Blue,		Prince of Wales	98
Sir J. B. Warren, Commodore,		La Pomone,	44
North Seas,			
A. Duncan, Vice Ad. of the White,		Venerable,	74
G. Vandeput, Vice Ad. of the Blue,		no particular ship.	
T. Pringle, Rear Ad. of the Blue,		Asia,	64
Downs,			
J. Peyton, Vice Ad. of the Red,		no particular ship.	
Nore,			
J. Dalrymple, Vice Ad. of the Red.		Sandwich,	98
March, Sir G. Collier, V. A. of the Blue,		Ditto.	
April, C. Buckner, Vice Ad. of the Blue,		Ditto.	

* Earl Howe resigned the command of the Channel Fleet on the 22d of May.

Cork

Cork,		A.D.
R. Kingmill, Vice Ad. of the White,	Swiftsure,	1795 74
Mediterranean,		
W. Hotham, Vice Ad. of the Red,	Britannia,	110
S. C. Goodall, Vice Ad. of the White,	Princess R.	98
Sir Hyde Parker, Vice Ad. of the Blue,	St. George,	98
R. Linzee, Rear Ad. of the Red,	Wind. Castle	98
North America,		
G. Murray, Rear Ad. of the Red,	Resolution,	74
Newfoundland,		
Sir J. Wallace, Rear Ad. of the Red,	Romney,	50
West-Indies,		
B. Caldwell, Vice Ad. of the Blue,	Majestic,	74
C. Thompson, Rear Ad. of the White,	Vanguard,	74
Sir J. Laforey, Bart. Vice Ad. of the Red,	L'Aimable,	32
Jamaica,		
J. Ford, Rear Ad. of the White,	Europa,	50
W. Parker, Rear Ad. of the Blue,	Raisonable,	64
W. Truscot, Rear Ad. of the Blue,	Ganges,	74
East-Indies,		
Peter Rainier, Rear Ad. of the Blue,	Suffolk,	74
Cape of Good Hope,		
Hon. G. K. Elphinstone, Rear Ad. of } the White,	Monarch,	74
Fitting for the West-Indies,		
H. C. Christian, Rear Ad. of the Blue,	Prince Geo.	98
C. M. Pole, Rear Ad. of the Blue,	Colossus,	74

Admiral Sir John Jervis sailed in December, on board the *Lively*, to take the command in the Mediterranean. Rear Admirals Waldgrave and Mann also sailed for the same station; the first hoisted his flag on board the *Barfleur*, the latter on board the *Windsor Castle*.

On the 16th of April, Sir Richard Hughes, Bart. John Elliot, and William Hotham, Esq. Vice Admirals of the Red, were promoted to be Admirals of the Blue.

A.D. 1795 On the 1st of June, the following promotion of flag officers took place, viz.

William Lloyd, Esq.
Mark Milbank, Esq.
Nicholas Vincent, Esq.
Lord Graves,
Robert Digby, Esq.
Lord Bridport, K. B.

} Admirals of the Blue, to be
Admirals of the White.

Joseph Peyton, Esq.
John Carter Allen, Esq.
Sir Charles Middleton, Bart.
Sir John Laforey, Bart.
John Dalrymple, Esq.
Herbert Sawyer, Esq.
Sir Richard King, Bart.
Jonathan Falkner, Esq.
Philip Affleck, Esq.

} Vice Admirals of the Red,
to be Admirals of the
Blue.

Sir John Jervis, K. B.
Adam Duncan, Esq.

} Vice Admirals of the
White, to be Admirals
of the Blue.

Richard Braithwaite, Esq.
Philips Cosby, Esq.
Samuel Cornish, Esq.
John Brisbane, Esq.
Charles Wofseley, Esq.
Sam. Cranston Goodall, Esq.
Duke of Clarence,
Richard Onslow, Esq.
Robert Kingsmill, Esq.

} Vice Admirals of the
White, to be Vice Ad-
mirals of the Red.

Sir George Bowyer, Bart.
Sir Hyde Parker, Knt.
Benjamin Caldwell, Esq.
Hon. William Cornwallis,

} Vice Admirals of the Blue,
to be Vice Admirals of
the Red.

William Allen, Esq.
John Macbride, Esq.
George Vandeput, Esq.
Charles Buckner, Esq.
John Gell, Esq.
William Dickson Esq.
Sir Alan Gardner Bart.

} Vice Admirals of the Blue,
to be Vice Admirals of
the White.

John

John Lewis Gidoin, Esq.	}	Rear Admirals of the Red, to be Vice Admirals of the White.	A. D. 1795
George Gayton, Esq.			
George Murray, Esq.			
Robert Linzee, Esq.			
Sir James Wallace, Kt.			
William Pere Williams, Esq.			
Sir Thomas Pasley, Bart.			

John Symonds, Esq.	}	Rear Admirals of the Red, to be Vice Admirals of the Blue.
Sir Thomas Rich, Bart.		

Charles Thompson, Esq.	}	Rear Admirals of the Red, to be Vice Admirals of the Blue.
James Cumming, Esq.		
John Ford, Esq.		
John Colpoys, Esq.		
Skef. Lutwidge, Esq.		
Archibald Dickson, Esq.		
George Montague, Esq.		
Thomas Dumaresq, Esq.		
Sir G. Keith Elphinstone, K.B.		

James Pigot, Esq.	}	Rear Admirals of the Blue, to be Vice Admi- rals of the Blue.
Hon William Waldgrave,		

Thomas Mackenzie, Esq.	}	Rear Admirals of the Blue, to be Rear Ad- mirals of the Red.
Thomas Pringle, Esq.		
Sir Roger Curtis, Knt.		
Henry Harvey, Esq.		
Robert Mann, Esq.		
William Parker, Esq.		
C. Hol. Everitt Calmady, Esq.		
John Bourmaster, Esq.		
Sir George Young, Kt.		
John Henry, Esq.		
Richard Rodney Bligh, Esq.		

Captains.

Alexander Græme, Esq.	}	Rear Admirals of the White.
George Keppel, Esq.		
Samuel Reeve, Esq.		
Robert Biggs, Esq.		
Francis Parry, Esq.		
Isaac Prescot, Esq.		

A.D. 1795	John Bazeley, Esq.	}	Rear Admirals of the White.
	Christopher Mafon, Esq.		
	Thomas Spry, Esq.		
	Sir John Orde, Bart.		
	William Young, Esq.		
	James Gambier, Esq.		
	Andrew Mitchel, Esq.	}	Rear Admirals of the Blue.
	Charles Chamberlaine, Esq.		
	Peter Rainier, Esq.		
	Hugh Clobery Christian, Esq.		
	William Truscott, Esq.		
	Lord Hugh Seymour,		
	John Stanhope, Esq.		
	Christopher Parker, Esq.		
	Philip Patten, Esq.		
	Charles Maurice Pole, Esq.		
	John Brown, Esq.		
	John Leigh Douglas, Esq.		

On the 5th of March an act passed for raising a certain number of men in the several counties of England, for the service of the navy. The proportion to each county was as follows:

For the County of Bedford	—	67
Berks	—	108
Bucks	—	117
Cambridge	—	126
Chester	—	246
Cornwall	—	194
Cumberland	—	184
Derby	—	194
Devon	—	393
Dorset	—	142
Durham	—	173
Effex	—	244
Gloucester	—	201
Hereford	—	102
Hertford	—	114
Huntingdon	—	45
Kent	—	440
Lancafter	—	589
Leicester	—	183
		—
	Carried forward	3862

For

	Brought forward	8862	A.D.
For the County of Lincoln	—	342	1795
London	—	198	
Middlesex	—	451	
Monmouth	—	58	
Norfolk	—	260	
Northampton	—	137	
Northumberland	—	176	
Nottingham	—	161	
Oxford	—	127	
Rutland	—	23	
Salop	—	176	
Somerfet	—	351	
Southampton	—	236	
Stafford	—	245	
Suffolk	—	263	
Surrey	—	323	
Sussex	—	172	
Warwick	—	193	
Westmoreland	—	69	
Worcester	—	120	
Wilts	—	160	
Yorkshire	—	1081	
Anglesea	—	34	
Brecknock	—	41	
Cardigan	—	36	
Carmarthen	—	67	
Carnarvon	—	36	
Denbigh	—	73	
Flint	—	33	
Glamorgan	—	76	
Merioneth	—	43	
Montgomery	—	69	
Pembroke	—	46	
Radnor	—	26	
	Total	9764	

On the 16th of April an act passed for procuring a supply of men to be raised from the several ports of Great Britain, for the service of the navy; and in order the more speedily and effectually to enforce this act, an embargo was laid on all British shipping, until the quota of men was raised. The number allotted to each port was as follows:

A.D. 1795	For the Port of	Aberystwith	60
		Alborough	19
		Arundel	33
		Barnstable	74
		Beaumaris	196
		Berwick	43
		Biddeford	48
		Blakeney	26
		Boston	60
		Bridgewater	26
		Bridlington	50
		Bristol	666
		Cardigan	139
		Cardiff	14
		Carlisle	10
		Chepstow	38
		Chester	25
		Chichester	56
		Colchester	84
		Cowes	59
		Dartmouth	394
		Deal	10
		Dover	241
		Exeter	186
		Falmouth	21
		Faversham	147
		Fowey	70
		Gloucester	28
		Gweek	7
		Harwich	144
		Hull	731
		Ilfracombe	41
		Ipswich	58
		Lancaster	163
		Llanally	32
		London	5704
		Looe	16
		Liverpool	1711
		Lyme	23
		Lynn	193
		Malden	94
		Milford	70
Carried forward			11,810
			For

		Brought forward 11,810		A.D.
For the Port of	Minehead	—	—	1795
	Newcastle	—	1240	
	Newhaven	—	17	
	Padstow	—	19	
	Penrhyn	—	11	
	Penzance	—	85	
	Plymouth	—	96	
	Poole	—	279	
	Portsmouth	—	75	
	Poulton and Preston	—	17	
	Rocheſter	—	184	
	Rye	—	90	
	St. Ives	—	31	
	Sandwich	—	74	
	Scarborough	—	275	
	Scilly	—	3	
	Shoreham	—	28	
	Southampton	—	133	
	Stockton	—	73	
	Sunderland	—	669	
	Southwold	—	21	
	Swanſea	—	85	
	Truro	—	11	
	Wells	—	50	
	Weymouth	—	139	
	Whitehaven	—	700	
	Whitby	—	573	
	Wiſbeach	—	19	
	Woodbridge	—	18	
	Yarmouth	—	506	
	Aberdeen	—	219	
	Ayr	—	33	
	Alloa	—	95	
	Anſtruther	—	53	
	Borroſtoneſs	—	155	
	Campbell Town	—	125	
	Dumfries	—	17	
	Dunbar	—	38	
	Dundee	—	139	
	Fort William	—	11	
Clyde	{ Glaſgow	—	683	
	{ Greenock			
	{ Port Glaſgow			

Carried forward 18,723

For

A.D.		Brought forward	
1795	For the Port of Inverness	—	40
	Irvine	—	131
	Isle Martin	—	6
	Kircaldy	—	136
	Kircubright	—	19
	Kirkwall	—	31
	Leith	—	206
	Lefwick	—	6
	Montrose	—	107
	Port Oban	—	20
	Perth	—	32
	Port Patrick	—	9
	Prestons Pans	—	3
	Rothlay	—	168
	Stornaway	—	52
	Stranrawen	—	25
	Thurso	—	12
	Tobermoray	—	5
	Wigton	—	25
		Total	20,354

Most enormous bounties were offered by many of the counties, and sea-port towns, to such seamen and able bodied landmen, who should come forward and enter into the navy. The bounty in many places for an able seaman exceeded 30l.

As a farther encouragement for men to enter voluntarily into the naval service; an act passed at the same time, to enable petty officers and seamen, non-commissioned officers of marines, &c. to allot part of their pay, for the maintenance of their wives and families: as follows, viz.

Every able seaman	-	5 pence per day.
Ordinary and landmen		4 ditto.
Marines serving on board		3 ditto.

To be paid to their wives and families every twenty-eight days, upon their producing a triplicate of a ticket signed by their husband or son, and properly witnessed by the captain, &c. of the ship, to which they belong; the other two tickets being lodged in the navy office, or with the proper officers appointed for the payment of such monies. These are, if in London, the treasurer of the

the navy. Portsmouth, Plymouth, Chatham, or within A.D. five miles of either of these places, by the clerk of the 1795 check; but if not within the above places, then by the receiver-general of the land-tax, collector of the customs, or collector of the excise.

An act also passed, to enable boatswains, gunners, and carpenters, to allot part of their pay to the maintenance of their wives and families.

Letters sent to petty officers and seamen, were by act of parliament to be charged only one penny, and all those sent from ships of war, to be signed by the commanding officer of the ship were in the like manner to go free of postage, by putting one penny into the office with such letter.

An act, to permit all flag-officers, captains, lieutenants, masters, and surgeons, on appointment to ships from half-pay, to apply to the commissioners of the navy for an order on the treasurer to pay them three months personal pay in advance, or for three, six, or nine months pay, when due.

All officers on half-pay, may have it remitted to them (when payable) free of expence, on signifying the same to the treasurer of the navy by letter.

All pensioned widows of such, and those entitled to bounty, &c. (excepting such as are paid by the pay-master of widows pensions,) may have their pensions remitted free of expence, on writing to the treasurer.

OCCURRENCES AT AND NEAR HOME.

On the 19th of January, orders were given to seize all Dutch vessels in the British ports. In consequence of which, two 64 gun ships, a frigate, two sloops of war, nine East-India ships, and about sixty sail of other vessels were captured at Plymouth.* On the 9th of February, a proclamation was issued, authorizing all ships of war, privateers or letters of marque, to seize and bring into

<i>Ships.</i>	<i>Guns.</i>
* Van Brakel,	64
Zealand,	64
Thulan,	36
Steernam,	16
Dyl,	16

In 1801 a division of prize money was made for these vessels.

port,

A.D. 1795 port, all Dutch vessels bound either to or from any of the ports of Holland: and also all neutral vessels laden with military stores, bound to any part of the united Provinces. Letters of marque and reprisal were not, however, formally issued against the Dutch, until the 15th of September.

Government received accounts that the French had sailed from Brest, with a fleet consisting of 32 sail of the line, and several frigates.*

On the 2d of January, Sir John Borlase Warren sailed from Falmouth with a squadron of frigates, in order to reconnoitre Brest. On the third, he detached Sir Sidney Smith in the *Diamond*, to look into the harbour, whilst he remained at some distance with the rest of the squadron. The wind being to the eastward, the *Diamond* was obliged to beat up. At about two o'clock in the afternoon, three sail were observed working up, which were soon perceived to be French men of war; shortly after, one of them anchored between Ushant and Brest. At five, the *Diamond* was also obliged to anchor within two miles of her, to wait for the flood tide. At eleven, Sir Sidney Smith weighed again, and passed within half a mile of the French ship, which he distinctly discovered to be a ship of the line, under jury top-masts, and much disabled. About two o'clock in the morning of the 4th, the *Diamond* was well up with the entrance of Brest harbour, where a frigate was lying at anchor. The ebb tide making down before it was day-light, Sir Sidney Smith was obliged to keep under sail, to prevent getting to leeward, or creating suspicion; and he continued to stand across the harbour often within musket shot of the enemy. At day-light, Sir Sidney Smith stood close in, and having satisfied himself, that the French fleet were at sea, he bore away to rejoin and inform Sir John Warren. A corvette which was coming out of Brest, hove to, and made a signal, which not being answered by the *Diamond*, she hauled her wind and worked in again. Soon after Sir Sidney passed within hail of the line of battle ship, which was still at anchor; she appeared to have no upper deck guns mounted, and very leaky; he asked her commander in French, if he wanted "any assistance." To which he answered,

* Appendix, Chap. II. No. 280.

“no, that he had been dismasted in a heavy gale, and
 “had parted with the French fleet three days ago.” Some
 other conversation passed, after which Sir Sidney crowded
 sail, and stood out to sea. He had so completely deceived the
 Frenchmen, by the manner in which he had disguised his
 ship, that they had not the smallest suspicion of her being
 an English man of war.

On the 14th of February, Admiral Earl Howe sailed
 from Torbay, with the Channel fleet, and was the next
 day joined off Plymouth, by Rear Admiral Parker, and a
 squadron of Portuguese ships of war.*

The French fleet having suffered considerable damage
 in a heavy gale of wind, in which one of their three
 deckers, *Le Revolutionnaire*, foundered, were obliged to
 return into Brest. Earl Howe, after having seen the
 convoy safe out of the Channel, and also receiving certain
 intelligence that the enemy's fleet were in port, returned to
 Spithead.

On the 18th of February, Sir John Borlase Warren
 with the squadron under his command,† being on a cruize,
 fell in with, off the isle of Oleron, a French frigate and
 20 sail of vessels under her convoy; which he pursued
 half way up the Pertuis d'Antioche, in sight of the isle
 of Aix; the tide of flood then setting strong up, and the
 wind being right in, he was obliged to haul to the wind;
 notwithstanding which, he captured one ship, three brigs,
 two luggers, one sloop, and a national schooner of eight
 brass guns; and destroyed ten brigs and one lugger.
 These vessels were chiefly laden with provisions and cloath-
 ing for the fleet and army. The frigate under whose
 escort the above vessels were, was the *Nereiade* of 36 guns.

On the 2d of March, Commodore John Willet Payne
 sailed from the Nore, with a squadron of ships of war,‡
 for the purpose of bringing over her Serene Highness the

* Appendix, Chap. II. No. 281.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
† <i>La Pomone</i> ,	44	Sir J. B. Warren.
<i>Artois</i> ,	38	Edward Nagle.
<i>Arethusa</i> ,	38	Sir Edward Pellew.
<i>Galatea</i> ,	32	R. G. Keaton.
<i>Duke of York</i> lugger		

‡ Appendix, Chap. II. No. 282.

Princess

A.D. Princess Caroline of Brunswick, who was to be espoused
1795 to the Prince of Wales. After encountering very bad weather, and often in danger of being forced on shore by the large quantities of ice, which drifted out of the Elbe; the squadron on the 7th, anchored off Cuxhaven. On the 28th, her Serene Highness embarked on board the Jupiter, and on the 4th of April, anchored off Gravesend; from whence her Serene Highness went on board the Augusta Yacht, commanded by Captain Browell, and at noon on the same day landed at Greenwich.

The Captains C. Rowley, J. Bowen, Charles Garnier, and R. Bagot, who commanded the sloops of war were promoted to the rank of post captains. Lieutenants Mainwaring, Seymour, and the Hon. Charles Boyles, to the rank of master and commanders.

On the 1st of March, the America of 64 guns, commanded by Captain Blankett; the Stately of the same force, Captain Billy Douglas; and the Echo of 16 guns, Captain Thomas Hardy, sailed from Spithead for the Cape of Good Hope.

On the 2d, Captain George Burlton acting in the Lively of 32 guns, in the absence of Lord Garlies, being on a cruize off Ushant, fell in with, and captured L'Espion of 18 guns, and 140 men, lately one of his Majesty's sloops of war; she was five days from Brest on a cruize. L'Espion was again taken into the service. And on the 13th, this active officer, after an action which lasted for near three hours, captured La Tourterelle French frigate of 30 guns and 250 men; 16 of whom were killed and 25 wounded: the Lively had only two wounded, one of these was Mr. Loftus Otway Bland, third lieutenant.

The Tourterelle was added to the navy.

On the 7th, Sir Edward Pellew, with the squadron under his command, being off the Penmarks at day-light, discovered twenty-five sail of the enemy's vessels close among the rocks, under the protection of a small armed ship; eight of these vessels Sir Edward took, and burnt seven, the remainder run among the rocks in such a manner as to render pursuit fruitless.

On the 8th of March, Rear Admiral Harvey sailed with a squadron from Spithead, to cruize in the North Sea.*

* Appendix, Chap. II. No. 283.

On the 17th, Rear Admiral Colpoys sailed on a cruize to the westward. * A.D. 1795

On the 2d of April, Rear Admiral Sir George Keith Elphinstone sailed with a squadron of ships of war from Spithead for the Cape of Good Hope.†

On the 10th, the British troops who had been serving on the continent, having reached Bremen, were embarked on board of transports and hired armed cutters, under the orders of Captain Popham,‡ naval agent of transports. They were escorted over to England by the *Dædalus* and *Amphion* of 32 guns each, commanded by Captains Thomas Williams and Herbert Sawyer, with some sloops of war and cutters.

On the same day, Rear Admiral Colpoys being on a cruize in the Soundings, discovered and chased three French frigates, which immediately on seeing the British squadron, separated. At 10 o'clock at night, the *Astrea* of 32 guns, commanded by Lord Henry Powlett, came up with the largest frigate, and after a close action of 58 minutes, obliged her to strike. She proved to be *La Gloire*, of 36 guns, six carronades, and manned with 275 men. The number of her killed and wounded amounted to about 40, among the latter was her commander citizen Beens. The *Astrea* had eight men wounded, three of them dangerously. *La Gentille* of the same force was taken the next day by the *Hannibal*. *La Fraternité* of 40 guns escaped. These two frigates were added to the navy.

The *Cerberus* and *Margaretta*, two of Admiral Colpoys's cruizers, also captured *Le Jean Bart* corvette of 20 guns, 120 men, bound to Brest with dispatches from the French minister in America.

On the 16th, the Rear Admiral returned to Spithead from his cruize.

On the 15th, the squadron under Sir John Borlase Warren fell in with, and captured off the Isle of Rhé, a ship corvette named also *Le Jean Bart*, of 26 guns and 186 men. The next day being off Belleisle, the squadron came up with the rear of a French convoy; took

* Appendix, Chap. II. No. 284.

† Appendix, Chap. II. No. 285.

‡ The present Sir Home Riggs Popham.

A. D. 1795 L'Expedition ship corvette of 16 guns and 120 men, and two sloops laden with fish; burnt a brig and sloop in ballast, and drove on shore a brig corvette, and two others of the the convoy. The rest with a frigate stood in between the rocks of Hedic and Quiberon Bay, and escaped.

On the 28th of April, a court-martial assembled on board the *Glory* of 98 guns, in Portsmouth harbour, to try Captain Anthony James Pye Molloy, of his Majesty's ship the *Cæsar*, on a charge exhibited against him by Earl Howe, for not having brought up his ship, and exerted himself to the utmost of his power, in the engagements which took place on the 29th of May and 1st of June, 1794.

Rear Admiral Sir Roger Curtis who was captain of the fleet conducted the prosecution. Admiral Earl Howe being confined with the gout, and not able to attend.

The following were the members of the court.

Admiral Joseph Peyton, President;

Vice Admiral Sir Richard King, Bart.

Vice Admiral Charles Buckner,

Rear Admiral John Colpoys.

Captains.

Francis Parry,

Charles Pow. Hamilton,

Alexander Græme,

Charles Mau. Pole,

Christopher Parker,

Lord Charles Fitzgerald,

Andrew Mitchell,

Sir Erasmus Gower, Kt.

James Richard Dacres.

The court continued to set until the 15th of May, when it met for the last time, and having heard the evidence on the part of the prosecution, and that on behalf of Captain Molloy; and having duly weighed and considered the same, were of opinion—That the said charges have been made good against the said Captain Anthony James Pye Molloy: but having found that, on the said 29th of May, and first of June, as well as many former occasions, Captain Molloy's courage had always been unimpeachable; the court were of opinion, that Captain Molloy should be dismissed from his Majesty's said ship the *Cæsar*, and ordered that he be accordingly forthwith dismissed.

At eleven o'clock in the morning on the 1st of May, a
fire

fire broke out on board the Boyne of 98 guns, at Spit-head, commanded by Captain George Grey. A.D. 1795

The flames burst through the poop before the fire was discovered, and spread so rapidly, that in less than half an hour this noble ship was in a blaze fore and aft; every exertion of the officers and crew to extinguish it became abortive; immediately on the fire being noticed by the fleet, all the boats were sent to her assistance, by which fortunate circumstance most of the crew were saved; eleven only are supposed to have perished.

The port Admiral Sir Peter Parker went on board the Royal William, and made the signal for all those ships most in danger to get under weigh; which although the wind and tide were unfavourable, they executed with great promptness and judgment, and dropped down to St. Helen's.

All her guns being loaded, went off as they became heated, the shot falling among the shipping, and some even reached the shore in Stokes Bay. Two men on board the Queen Charlotte were killed and one wounded.

About half past one o'clock she burnt from her cables, and drifted slowly to the eastward, till she took the ground on the Spit, opposite South Sea Castle; where she continued to burn till near six in the evening, when the flames having reached the magazine, she blew up with a great explosion.

Admiral Peyton's flag was on board the Boyne; at the time of the accident, who with Captain Grey, were attending Captain Molloy's court-martial.

It has never been exactly ascertained from whence the cause of this dreadful fire originated; the most probable seems to be, that a part of the lighted paper from the marines cartridges who were exercising and firing on the windward side of the ship, flew into the Admiral's cabin, and communicated with the papers, and other inflammable materials.

On the 2d of May, Rear Admiral Waldgrave sailed from Plymouth on a cruize to the westward; off Falmouth he was joined by Sir Edward Pellew and three frigates.*

On the 8th, Sir John Laforey sailed in L'Aimable to take the command of the fleet in the West Indies.

* Appendix, Chap. II. No. 286.

A.D. 1795 On the 9th, a squadron of frigates* under the command of Sir Richard John Strachan, lying at an anchor in Gourville Bay, in the island of Jersey; at three o'clock in the morning discovered 13 sail of the enemy's vessels running along shore; the squadron immediately weighed and gave chase. The enemy hauled close in under a small battery, protected by their armed vessels. The frigates soon silenced the battery, upon which the enemy abandoned their vessels, and they were taken possession of by the boats of the squadron. They consisted of eleven stout vessels from 80 to 200 tons, chiefly laden with ship timber and naval stores, escorted by an armed brig and lugger.

In performing this service two men were killed and 17 wounded.

Admiral Lord Hood, who was lying at St. Helen's with a squadron of ships of war, to reinforce the Mediterranean fleet, struck his flag and resigned the the command in chief on that station.

On the 25th of May, Rear Admiral Mann sailed from St. Helen's with a squadron of ships of war, having under his convoy the trade for the Mediterranean, Africa, East and West-Indies.†

On the 27th, Vice Admiral Cornwallis sailed from St. Helen's on a cruize to the Westward.‡

Rear Admiral Bligh, late captain of the Alexander of 74 guns, was tried by a court-martial for the loss of the said ship, and honourably acquitted.

On the 1st of June, an alteration was made in the naval uniform, the rank to be distinguished by epaulets, as follows, viz. An admiral, two gold epaulets with three silver stars on each. Vice Admiral, the same, with two stars on each, and a rear admiral one star on each.

A post captain of above three years standing, two gold epaulets.

Under three years, one gold epaulet on the right shoulder.

Master and Commander, one gold epaulet on the left shoulder.

The captains lappels and cuffs to be blue, the lace the

* Appendix, Chap. II. No. 287.

† Appendix, Chap. II. No. 288.

‡ Appendix, Chap. II. No. 289.

same as before the last alteration; neither lace or embroidery on the undress coat. A. D. 1795

On the 4th of June, his Majesty appointed seven superannuated, or disabled lieutenants of the navy, being single men, of blameless character, and without families, to be Poor Knights of Windsor, pursuant to the will of Samuel Travers, Esq. who in 1724, left a residuary estate in trust, for building or buying a house for their reception near the Castle of Windsor; to whom he bequeaths 60l. per annum each; 26l. of which is to be applied annually for keeping them a constant table. The will also directs, that 21 superannuated or disabled lieutenants of English men of war, should be nominated by the commissioners of the navy, to the lords commissioners of the admiralty, who should choose 14 from the said list, and return the same to the king; out of which his Majesty might graciously please to appoint seven of them as the first naval Poor Knights of Windsor, under the said will. The following were the seven officers his Majesty was pleased to appoint.

<i>Lieutenants.</i>	<i>Date of Commission.</i>
William Hogarth,	1757
George Trussell,	1761
John Bower,	1762
Alexander Browne,	1765
Ambrose Warham,	1778
William Brumton,	1781
William Elliot,	1782

On the 7th, the squadron under Vice Admiral Cornwallis discovered and gave chase to a French squadron, consisting of three ships of the line, six frigates, a brig, a sloop and cutter; which stood in, and anchored in Belleisle road, before the admiral could get up with them, although the leading ships, particularly the Phaeton was so near as to fire several shot at them. Soon after chase was given to two French frigates, and a large Dutch built ship in tow of one of them, which were seen standing round the south end of Belleisle.

The headmost ship got within gun shot, and several were exchanged, which obliged them to cast off the tow; upon rounding the point of the island, the squadron came upon a convoy, eight of which were taken, laden with wine and naval stores from Bourdeaux. The frigates

A.D. 1795 made their escape by running among the shoals. A brig corvette having anchored close in with the south end of the island, the admiral directed Captain Stopford, in the Phaeton, to work in; and if he did not see any works to protect her, to endeavour to bring her out. Captain Stopford made the attempt in the morning; but the battery which had not been observed, opened upon the ship, and annoyed her so much, that Captain Stopford very properly thought it was not an object of consequence enough to balance the loss the ship was likely to sustain; and therefore rejoined the squadron with the loss of one man killed, seven wounded, and two guns dismounted.

On the 8th of June the squadron under Rear Admiral Waldgrave, arrived at Spithead, after an unsuccessful cruize to the westward.

On the morning of the 16th Vice Admiral Cornwallis being in with the land near the Penmarks, the Phaeton frigate, which had been sent a-head to look out, at ten o'clock made the signal for seeing a fleet, and that it was of superior force to the squadron. Upon the Phaeton bringing to, the vice admiral made the signal to haul to the wind on the starboard tack; at this time 30 sail were counted, and by signal from the Phaeton to consist of thirteen line of battle ships, fourteen frigates, two brigs and a cutter. They were to leeward of the British squadron, standing on a wind with all sail set. In the evening near half of the enemy's ships tacked in shore; and the wind coming round to the northward off the land, brought those ships to windward, (which had tacked) and the remainder laid up for the squadron. On the morning of the 17th, before it was day-light, the enemy were seen upon both quarters of the squadron as if determined to make a most vigorous attack. It was not, however, before nine o'clock, that one of their headmost line of battle ships began to fire upon the Mars; also a frigate which kept more to leeward than the rest; and ranging up on the larboard quarter of the Mars, yawed and fired, frequently repeating it. The Mars returned a cool and well directed fire from her sternchase guns. The other frigates were drawn up a-breast of the squadron to windward, not daring to approach within gun shot. The line of battle ships which were to leeward, came up in succession, and continued a teasing fire at intervals during the day. In the evening the Mars having fallen to leeward, the
enemy

enemy shewed a disposition to make a more serious attack upon her; this obliged the vice admiral to bear up for her support; when the enemy drew off to a greater distance, keeping up a distant fire for two hours. Towards sun set their whole fleet tacked and stood away. A.D. 1795

Nothing can be more expressive than the vice admiral's own words in his public dispatches, wherein he speaks of the very meritorious conduct of the captains, officers, and men on this memorable and glorious occasion, viz.

“ Indeed, I shall ever feel the impression which the good
 “ conduct of the captains, officers, seamen, marines, and
 “ soldiers in the squadron has made on my mind; and it
 “ was the greatest pleasure I ever received, to see the spi-
 “ rit manifested by the men, who, instead of being cast
 “ down at seeing thirty sail of the enemy's ships attacking
 “ our little squadron, were in the highest spirits imagin-
 “ able. I do not mean the Royal Sovereign alone; the
 “ same spirit was shewn in all the ships, as they came near
 “ me: and although (circumstanced as we were) we had
 “ no great reason to complain of the conduct of the enemy,
 “ yet our men could not help repeatedly expressing their con-
 “ tempt of them. Could common prudence have allowed
 “ me to let loose their valour, I hardly know what might
 “ not have been accomplished by such men.”

The damage the ships received was very inconsiderable, excepting in their stern frames, which were much shaken by the repeated firing of the guns. No men were killed, and only 12 wounded on board the Mars.

The next day Vice Admiral Cornwallis gave out the following thanks to the ship's companies of the squadron:

“ *Royal Sovereign, June 18, 1795.*

“ Vice Admiral Cornwallis returns his sincere Thanks
 “ to the captains, officers, seamen, and marines, of the
 “ ships of the fleet under his orders, for their steady and
 “ gallant conduct in the presence of the French fleet yester-
 “ day; which firmness, he has no doubt, deterred the
 “ enemy from making a more serious attack. It would
 “ give the vice admiral pleasure to put the whole of their
 “ exertions in effect, by meeting a more equal force, when
 “ the country would receive advantage, as it now does
 “ honour, from the spirit so truly manifested by its brave
 “ men.”

A.D. 1795 To which the following answer was returned from each ship of the squadron:

“ *At Sea, June 1795.*

“ Sir,

“ With the utmost pleasure we have read, and communicated to the officers and ship’s companies the honourable opinion you were pleased to express of the exertions and conduct of the squadron whilst in presence of the enemy; and it is with infinite satisfaction that we offer you, by desire of the whole, their unfeigned Thanks for the very gratifying manner of conveying your approbation. From the steady, cool, and determined firmness of the officers, seamen, soldiers, and marines, we feel it our duty to assure you, that had we been compelled to contend with the very superior force of the enemy, we had no doubt of realizing the just and well founded opinion you had formed of us.

“ We are, &c. &c. &c.*

“ *To the Hon. William Cornwallis.*”

On the 24th of June, the squadron under Admiral Cornwallis anchored in Cawsand Bay.

On the 10th of November following, Mr. Dundas moved for the Thanks of the House of Parliament to Vice Admiral Cornwallis, for the skill, judgment, and determined bravery displayed by him when in presence of a superior fleet of the enemy on the 16th, 17th, and 18th day of June last, which was granted *nem. con.* The Thanks were also voted to the captains, officers, seamen, and marines, for their gallant conduct on the same occasion.

On the 12th of June Admiral Lord Bridport sailed from St. Helens with the Channel fleet.†

On the 22d, the *Nymphe* and *Astræa* being the lookout frigates a-head, at dawn of day made the signal for seeing the enemy’s fleet. Lord Bridport soon perceived that it was not their intention to meet him in battle, immediately made the signal for four of the best sailing ships, the *Sans Pareil*, *Orion*, *Ruffel*, and *Colossus* to chace, and soon af-

* Appendix, Chap. II. No. 289. force of the two squadrons.

† Appendix, Chap. II. No. 290. also a list of the French fleet in the action on the 23d.

terwards followed with the whole fleet. The chase continued with very little wind all the day and during the night. A.D. 1795
Early in the morning on the 23d the headmost ships the Irresistible, Orion, Queen Charlotte, Russel, Colossus, and Sans Pareil, were pretty well up with the enemy; and a little before six o'clock began to engage, which continued till nine, when the Alexander, Le Tigre, and Le Formidable struck. The rest of the enemy's fleet escaped under shelter of the land, and protection of the batteries off Port L'Orient, where they anchored in the course of the day.

The loss sustained by the British fleet in this action amounted to 31 killed, and 113 wounded.

The enemy's ships which were taken had between four and five hundred men killed and wounded.*

Sir John Borlase Warren received orders to hoist his broad pendant as Cominodore, and appointed to command an expedition destined against the coast of France.† About the middle of June he sailed from Yarmouth Roads, Isle of Wight, with a squadron of ships of war and fifty transports, having on board a body of 3000 emigrants, under the command of the Comtes D'Hervilly and De Puyfaye. On the 21st the Galatea, which had been sent into Quiberon Bay, was chased by the French fleet, which was soon afterwards seen by the squadron. Commodore Warren immediately made the best disposition for the protection of the convoy, and hastened to join Lord Bridport, whom he had the good fortune to discern the next morning in pursuit of the enemy; the Robust, Thunderer, and Standard were ordered to join the fleet, but got up with it too late to have any share in the action. After being at sea sixteen days, Sir John Warren anchored with the fleet between Isle Dieu and that of Noirmoutier; but as this was not considered by the French officers a proper situation to disembark, they proceeded for Quiberon Bay, where they anchored on the 25th. On the 27th most of the emigrant troops were landed near the village of Carnac. At first about 200 Republicans shewed a disposition to oppose the disembarkation, but these were put to flight with some loss. The whole coast was soon alarmed; and the Republicans collecting in great force,

* The Thanks of Parliament were voted to Lord Bridport, Sir Alan Gardner, and Lord Hugh Seymour.

† Appendix, Chap. II. No. 291.

A.D. (after several successful attacks,) compelled the Royalists to
 1795 retreat into Fort Penthièvre, and the peninsula of Quiberon, which had surrendered to M. D'Hervilly on the 3d of July. The whole force which occupied the peninsula amounted to about 12,000 men.

On the night of the 16th, M. D'Hervilly, at the head of about 5000 Royalists, made an attempt to carry by storm the Republicans' works and entrenched camp on the heights of St. Barbe, in which he was repulsed with considerable loss, and himself severely wounded.

Desertion from the emigrant army became at this time seriously alarming; indeed little else could have been expected, when it is considered that numbers of the men were enlisted from the French prisons. By these deserters General Hoche was informed with the exact state of the fort and royal army. On the night of the 20th, which was extremely dark and tempestuous, many of the emigrant soldiers who were on guard deserted; and being acquainted with the parole and countersign, conducted a large body of the Republican troops unmolested into the fort. The instant the alarm was given, the garrison was thrown into the greatest scene of confusion; several of the emigrant soldiers grounded their arms, and shouted *Vive la Republic*; others abandoned or massacred their officers; the few who remained faithful fought with great desperation, and did not surrender till after a bloody and dreadful conflict.

The Emigrants, Chouans, and English in the fort were about 10,000; most of whom were either killed or taken prisoners; among the number were the young Comte de Sombrieul, the Bishop of Dol, and several other emigrants of distinction, who were, contrary to the terms of capitulation agreed on by General Le Moine, conducted by his orders to Nantz, where they were tried by a military tribunal, and sentenced to suffer death.

The following is the copy of a letter said to be written by M. de Sombrieul the evening previous to his execution, addressed to Sir John Warren.

“ Auroy, July 22, 1795.

“ Sir,

“ I was far from expecting that it should have been my
 “ lot to send you a detail of the events which took place on
 “ the fatal day that brought me hither, and to have a severe
 “ examination

“ examination instituted on the conduct of the false and A.D.
“ dastardly traitor who has ruined our cause. M. de 1795
“ Puissaye having ordered me to take a position, in which I
“ was to wait his orders, took the singular precaution of
“ hastening to a ship, which he secured for his retreat;
“ and thus abandoned to their hard destiny a multitude of
“ victims, whom he sacrificed.

“ The garrison of the fort having been forced, and the
“ left wing of the division been already turned, the only
“ resource that remained was precipitately to embark, which
“ was nearly rendered impracticable by the proximity of the
“ enemy. The regiments of Hervilly and Dresnoy aban-
“ doned or massacred their officers. The greater part of
“ the soldiers judging so bad a position desperate, dispersed
“ into the country. I found myself hemmed in by the
“ rock at the extremity of the island, with 200 or 300 gen-
“ tlemen, and a few of the men who still remained faithful
“ to us, who were left unprovided with cartridges, none
“ having been furnished but to the guards of the fort, not-
“ withstanding repeated requests on my part: no doubt
“ but M. de Puissaye had his own reasons to justify his
“ conduct, which, we hope, he will condescend to ex-
“ plain.

“ A number of vessels that still remained on the coast
“ might have afforded me the disgraceful retreat which
“ M. de Puissaye so vigilantly seized; but the dereliction of
“ my companions in arms would have been far more
“ shocking to me than the lot which awaits me, I believe
“ to-morrow morning. I am bold to say I deserve a better;
“ and this you will acknowledge, together with all those
“ who know me, if chance will ever permit any of the
“ companions of my misfortune, to reveal to the world the
“ mysteries of this fatal, this unexampled day.

“ The consternation of an undisciplined and disorderly
“ body of men, deserted by their commander, in whom
“ explicit confidence had been placed, rendered it impossi-
“ ble from his stupid security, to take those measures for
“ the general safety, which he so providently secured for
“ himself.

“ Thus bereft of every resource, I agreed to a capitula-
“ tion, in order to save what could not escape; and the
“ general cry of the enemy gave me to understand, that
“ every

A.D. 1795 “ every emigrant would be made prisoner and spared, like
 “ the others, but that I alone would be excepted.

“ Many will say, what could he do? Some will answer,
 “ he ought to have died. Doubtless, I shall die; but as I
 “ remained the only person to watch over the lot of those,
 “ who the evening before had twenty leaders, I could only
 “ exert what efforts were left in my power, and these were
 “ ineffectual. Those, who left me no other to adopt,
 “ might rescue me from this responsibility.

“ I make no doubt but that the dastard will endeavour to
 “ give some colour to his flight: but I call on you by the
 “ laws of honour, to communicate this letter to the public;
 “ and no doubt Mr. Windham will be so good as to add to
 “ it the letter I addressed to him from Plymouth. Fare-
 “ well! I bid you farewell with that calmness which can
 “ alone result from purity of conscience, and the estima-
 “ tion of all the brave men who at present share my misfor-
 “ tune, and who prefer it to the escape of the coward, who
 “ not having courage to fight with us, ought at least to
 “ have fore-warned me: that esteem I value as a pledge of
 “ immortality. I fall a victim to his cowardice, and to the
 “ force of these arms, that were, for a length of time, not
 “ unfortunate to me. In this last moment I derive a source
 “ of enjoyment, if any can be tasted in a situation like
 “ mine, from the esteem of my companions in misfortunes,
 “ and that of the enemy by whom we are conquered.
 “ Farewell! farewell! all the world.

“ I am, Sir,

“ Your obedient servant,

“ (Signed) COUNT CHARLES DE SOMBRIEUL.”

The morning after this dreadful affair, the boats of the
 squadron with great difficulty brought off about 2000 or
 3000 troops and Royalists, inhabitants, under cover of the
 frigates.

Whilst Sir John Warren was carrying on his operations
 against the enemy in Quiberon, he detached Captain
 Joseph Ellison, in the *Standard*, to the great road of Belle-
 isle, to summon the governor to surrender up the island;
 the following of which is a copy.

*On board the Standard in the Road
 of Belleisle, June 26.*

“ Sir,

“ You cannot be surprized at my arriving in this road
 “ with a British squadron, if you are acquainted, as I
 “ make

" make no doubt you are, with the important victory A. D.
" gained by our fleet over that of the French Convention 1795
" on the 23d instant; and with the powerful succours
" which the king, my master, has furnished to the royal
" army of Brittany, sent hither to cut off all communica-
" tion between the island under your orders, and the con-
" tinent, and to offer you the protection of his Britannic
" Majesty. I hope to enjoy the happiness of restoring to the
" inhabitants of Belleisle the tranquility which they cannot
" but anxiously desire; and of supplying them with the
" means of subsistence which they stand in need of. I do
" not summons you to surrender to the victorious British
" arms, but I propose to you to acknowledge your King
" Louis XVIII; to offer you the alliance and protection of
" Great Britain; and to put an end, at least in your island,
" to the horrid calamities which desolate your country.

" The exhausted state of the resources of the Conven-
" tion, a necessary consequence of its having overstretched
" and misused them; the insurrections of Royalists in every
" part of the kingdom, and especially in Britany, against
" the usurped and oppressive power of the Convention, the
" army composed of French troops only, which has been
" disembarked in sight of your island, to join the royalists,
" and to supply them with all sorts of ammunition; the late
" victory, which has nearly destroyed the whole naval force
" of the Republic, the remains of which are blocked up in
" the road of L'Orient by a superior force:—All these con-
" siderations ought to incline you not to prolong in your
" island the calamities attending on war.

" Do not fear, Sir, lest Belleisle might be subjected to a
" foreign power: Belleisle is to surrender to its lawful
" Sovereign, to receive no other but French troops, and
" chiefly to be guarded by its own inhabitants. The king,
" my master, impelled by his boundless generosity, will
" afford them every means of subsistence in his power, and
" insure them his protection.

" You may rest assured, Sir, that you, as well as the offi-
" cers and troops under your orders, and all the loyal inha-
" bitants of the island who shall acknowledge the royal au-
" thority, will be amply rewarded by their own King, as
" well as by my Sovereign. I have on board two French
" Commissioners, invested by the Commander in Chief of
" the Royalists with sufficient powers to treat, in concert
" with

A.D. 1795 “ with me, on every subject which concerns either the general welfare of the island, or the interest of private individuals; and I am authorized to declare to you, that the Commander in Chief of the British fleet will readily ratify all such articles as may be regulated between us. The gentlemen whom you shall think proper to send to me, shall be received with all possible respect; and I have reason to expect that the officer who has the honour of delivering to you this present letter, will be received by you in the same manner.

“ (Signed) ELLISON, Capt. and Commander.”

Sir John Warren next proceeded to the islands of Hedic and Houat, of which he took possession without opposition. Having refreshed the troops, and left a sufficient number for their defence, with some ships of war to cover the retreat of the troops if necessary, he sailed to the attack of the island of Noirmoutier; but he here also found the Republicans so well prepared, that he was obliged to retire, after destroying two or three armed vessels, and then took possession of Isle Dieu, about five leagues to the southward of Noirmoutier.

Soon after the Commodore's arrival at this place, he was joined by the *Jason* frigate, Captain Stirling, having on board the Comte D'Artois, Duc de Bourbon, and some other French noblemen. A fleet of transports also joined the squadron, with 4000 British troops on board, under the command of Major General Doyle, who were landed on the island with a great quantity of military stores, cloathing, &c.* They remained here till the close of the year, when finding it utterly impracticable to attempt any further descent on the coast of France, they were re-embarked on board the transports and returned to England.

Thus ended this unfortunate expedition, by which the nation is supposed to have lost near 40,000 stand of arms, with cloathing for as many men; besides an immense quantity of stores, ammunition, &c. Six transports that arrived in the evening previous to the storming of Fort Pen-thievre, laden with provisions of every sort for the army, fell into the hands of the enemy.

* These transports were escorted from England by a squadron of ships of war, under the command of Rear Admiral Hervey, who sailed from St. Helens on the 31st of August. See Appendix, Chap. II. No. 294.

On the 3d of July, Sir William Sidney Smith, in the *Diamond*, of 38 guns, with the *Sybil*, of 40, Captain Edward Cook; the *Syren*, of 32, Captain Graham Moore, and three gun boats, made an unsuccessful attack upon a French corvette and her convoy, which had taken shelter within a reef near Point La Hogue, protected by a battery. The *Diamond* had one man killed, and two wounded. A.D. 1795

On the same day Sir Richard John Strachan, in the *Melampus*, of 36 guns, and *Hebe*, of 38, Captain Paul Minchin, captured off St. Maloes six sail out of thirteen French vessels, laden with military stores, convoyed by a ship of 26 guns, two brigs, and a lugger; one of the brigs mounting four 24 pounders, and 60 men, was also taken.

On the 5th Vice Admiral Cornwallis sailed with a squadron from Plymouth on a cruize to the westward.*

On the 8th of July Vice Admiral Colpoys sailed from Spithead on a cruize.†

On the 29th Vice Admiral Caldwell arrived at Spithead in the *Blanche* frigate from the West-Indies, having been succeeded in the command on that station by Sir John Laforey, Bart.

On the 22d of July a treaty of peace was signed at Basle between France and Spain.

On the 2d of August, the squadron under the command of Admiral Duncan, with the Russian fleet, sailed from the Downs on a cruize in the North Sea.‡

On the 8th the masters in the navy received the following increase to their half-pay.

To entitle them to such, they must have been five years on actual service, not including service in guard-ships.

The first 25 qualified for 1st and 2d rates, - 4s. per day.

The next 25 qualified for 1st and 2d rates, 3s. 6d.

The next 75 qualified for 3d rates, - 3s.

100 more qualified for 4th and 5th rates, } 2s. 6d.

For 4th rates, - - -

5th rates - - - 2s.

If any of the masters on the 3s. list shall have qualified themselves, and obtained the necessary certificates from the Trinity House for the North and East Seas, they will be

* Appendix, Chap. II. No. 292.

† Appendix, Chap. II. No. 293.

‡ Appendix, Chap. II. No. 295.

A.D. 1795 placed on the 3s. 6d. list. And those for the 4th and 5th rates having qualified themselves in like manner will be placed on the 3s list.

Those entitled to superannuation have pensions equal to their half-pay.

At the same time the half-pay and emoluments of the surgeons were increased and altered.

The first 20 who have served 9 years, 5s. per day.

The next 100 who have served 7 years, 3s. per day.

The next 200 who have served 5 years, 2s. 6d. per day.

The custom of allowing 15s. to the surgeons for the cure of venereals, was taken off, in lieu of which five pounds per annum is allowed to surgeons for every 100 men borne; in ships above 50 and under 100 men, five pounds per annum; under 50 men, four pounds per annum.

The widows of masters and surgeons entitled to 30l. per annum, if their husbands were on the half-pay list.

On the 22d of August a detached Squadron* from Admiral Duncan's fleet, under the orders of Captain James Alms, being on a cruize off the coast of Holland, gave chase to two large ships and a cutter. At a quarter past four in the afternoon the Stag got up alongside of the sternmost ship, and commenced a close action, which continued with much spirit for an hour, when the enemy struck, and proved to be the Alliance Dutch frigate, of 36 guns, and 240 men. The other frigate, the Argo of the same force, and Nelly cutter of 16 guns, notwithstanding every effort was used to cut them off, and within gun shot, effected their escape into Egeroc harbour.

Early in the morning of the 30th, his Majesty's dock-yard at Woolwich was discovered to be on fire in the new mast house; in which were also deposited all the copper in store, together with a large quantity of trenail and beach wedges; by the vigorous and timely exertions of the officers and people of the yard, it was extinguished without any material damage being sustained.

On the 7th of September Lieutenant Cotgrave was tried

<i>Ships.</i>		<i>Guns.</i>	<i>Commanders.</i>	<i>Killed.</i>	<i>Wounded.</i>
* Reunion,	-	36	Capt. J. Alms,	- 1	3
Ifis,	-	50	— R. Watson,	- none	2
Stag,	-	32	— J. S. York,	- 4	13
Vestal,	-	28	— C. White,	- none	none.

by

by a court-martial on board the Cambridge in Hamoaze, for the loss of the Ranger cutter, which had been taken by La Ralicuse French frigate on the 11th of June, 1794, and was acquitted. After which he requested permission to inform the court of the following particulars of the horrid and barbarous treatment he, his officers and ship's company had experienced from the French. A. D. 1795

On the Ranger being boarded by the enemy, the Frenchmen drove Lieutenant Cotgrave, his officers and ships' company, out of the cutter into the boats of La Ralicuse, with drawn swords. Lieutenant Cotgrave was one of the first on board the frigate. As soon as his head appeared above the gangway, two of the French seamen took him by the collar, hauled him with great violence up the side, and when on the gangway, threw him on the main deck, took off his hat, pulled out his cockade, and trampled on it. After suffering this indignity, they dragged him into the captain's cabin. The second captain of La Ralicuse, and a seaman by his orders, then pulled off his coat, waistcoat, shirt, boots, stockings, &c.

The same operation was performed on every individual officer, seaman and boy of the Ranger; they were then forced without distinction into the hold of the frigate.

The next morning Lieutenant Cotgrave and his crew were ordered from the hold to the gangway in this very indecent situation, though it was raining excessively hard. The soldiers of the ship then surrounded these unfortunates with marks of derision, and actually kept them in this miserable situation from nine in the morning till six in the evening, when they were again forced into the hold; the French captain saying, "that was the way he would treat all English slaves." In this pitiable naked condition they all remained till the frigate arrived at Brest; when upon hearing of the defeat of their fleet by the British under Earl Howe, a part of their clothes was returned to put on; and on being landed they were treated more mildly.

On the 20th of September Admiral Lord Bridport returned to Spithead with part of the Channel fleet, having left Rear Admiral Hervey with the remainder to watch the motions of the enemy at Brest and L'Orient.

The underwriters of the port of Hull voted a piece of plate of fifty guineas value, to be presented to Captain Robert Rolles, of his Majesty's armed ship the Lord Mulgrave,

A. D. 1795 grave, for his great care and diligent attention to the trade whilst on that station.

On the 26th a court-martial was held at Spithead, on board his Majesty's ship *La Juste*, on Captain Thomas Walker, of his Majesty's ship the *Trusty*, charged with having, when ordered to convoy the outward bound East-India ships as far as Cape Finisterre, and afterwards to return to Spithead, bore away for and put into Cadiz, instead of obeying his orders.

The following were the members who composed the court, viz.

The Hon. Vice Admiral Cornwallis, President.	
Vice Ad. Sir Alan Gardner,	Rear Ad. Sir Roger Curtis,
Rear Ad. R. R. Bligh,	Rear Ad. H. C. Christian.
Rear Ad. C. M. Pole,	Capt C. E. Nugent,
Capt. John Thomas,	— John Pakenham,
— Smith Child,	— J. R. Dacres,
— George Bowen,	— E. T. Smith.

The charge having been fully proved, the Court passed the following sentence:

That the said Captain Thomas Walker be dismissed from his Majesty's service.

On the 30th of September the West-India merchants and planters in London opened a subscription for affording a provision to the families of such warrant officers and seamen, non-commissioned officers and privates in the naval and military service as may fall by the inevitable chance of war, either in battle or by sickness in the West-Indies, during the present campaign. In a short time a considerable sum was subscribed for this humane and benevolent purpose.

Vice Admiral Charles Thompson arrived with the convoy from the Leeward Islands.

On the 7th of October the convoy from the Mediterranean, under the escort of Captain Thomas Taylor, with three sail of the line and two frigates, had the misfortune, off Cape St. Vincent, to be attacked by a French squadron, consisting of six sail of the line and two frigates.* Captain Taylor directed the convoy by signal to disperse; and for their better protection, he formed the line with the ships of war. Just as the van line of battle ship of the enemy had reached within gun shot, the *Censeur* unfortunately

* Appendix, Chap. II. No. 296.

rolled away her fore-top mast; and the rest of the enemy's ships coming fast up, Captain Taylor judged it proper, with the general opinion of his officers, coincided with that of Captain Montgomery, of the Bedford, to bear up, keeping close together for the mutual support of each other. The enemy directed the chief of their attention to the Censeur; which after a most gallant defence against so superior a force, and being much disabled, with only jury masts, and her ammunition almost expended, was obliged to strike, with the loss of several men killed and wounded. About fifteen of the convoy were taken by the enemy.

The Argo, of 44 guns, Captain Burgess, and the Juno, Lord Amelius Beauclerk, sailed with the convoy from Gibraltar; but having parted company the same night in passing through the Gut, about 32 sail which were with them, escaped being taken. The masters of these vessels on their arrival sent the following letter to Captain Burgess.

“ Sir,

“ The Masters of that part of the Mediterranean convoy, which was so fortunate to be under your protection, beg leave to express their warmest thanks for the attention and seaman-like conduct manifested by you to the whole of that convoy.

“ They are fully convinced that they owe their safety to your uncommon vigilance and judicious management, which far exceeded every thing they had before witnessed, in particular when twice in sight of the enemy's fleet; and they think it a duty incumbent on them to present you with this public and grateful tribute, to which you are so eminently entitled.

“ Signed by all the Masters.”

The above ships of war and convoy arrived at Spithead on the 17th of October; and in consequence of the intelligence they brought, Vice Admiral Cornwallis was ordered to proceed immediately to sea with a squadron of ships of war, in quest of the enemy, and to protect the homeward bound trade.*

On the 3d of November the admirals and captains of the ships of war at Portsmouth met in order to take into consideration an order from the Duke of York, that regular

* Appendix, Chap. II. No. 297.

A.D. troops serving on board of men of war shall not be subject
1795 to naval discipline; but in case of any misbehaviour, they are to be put on board some other ship or vessel, if any should be in company, and tried by a military court-martial upon their arrival in port.

At this time a large body of troops were embarked on board several ships of war, bound to the West-Indies, and had dropped down to St. Helens; but in consequence of this order, so subversive and dangerous to the discipline of the navy, they were detained until his Majesty's pleasure should be known. It was at length decided by the cabinet council, that no alteration should be made in the naval articles of war; and that officers and privates of the army serving on board his Majesty's ships, shall be subject to the laws of naval discipline.

On the 11th of November Admiral Sir John Jervis, K. B. sailed from Portsmouth in the *Lively* frigate, of 32 guns, commanded by Captain Lord Garlies, to take the command of his Majesty's fleet in the Mediterranean.

On the 16th of November Rear Admiral Christian sailed from St. Helens with a squadron of ships of war, having under his convoy a fleet of above 200 sail of transports and West-Indiamen, on board of which were embarked upwards of 16,000 troops.

On the night of the 17th, the wind shifted to the westward, and blew a violent storm, which separated the fleet: many put into Torbay, others into Portland, and some returned to Spithead with the Rear Admiral. The gale continuing to blow with unceasing fury all the 18th; several of the transports and merchantmen foundered, and were wrecked. Above 200 dead bodies were taken up on the coast between Portland and Bridport. During this gale, a shock of an earthquake was felt in several parts of the kingdom.

On the 9th of Dec. the fleet of ships of war and merchantmen having repaired the damage they had sustained in the late heavy gale, sailed again from St. Helens, under the command of Rear Admiral Christian, who had shifted his flag to the *Glory* from the *Prince George*, she being in too bad a condition to proceed to the West-Indies.*

* Appendix, Chap. II. No 298.

On the 10th the Court of Directors of the East-India A.D.
Company passed a vote of Thanks to Captain Robert Mon- 1795
tagu, of his Majesty's ship the Hector, for the care and
protection which he had afforded to the homeward bound
convoy; at the same time presented him with 350 guineas.

In the spring of this year the following signal towers
were established on the coast of England, for the purpose of
conveying intelligence.

To each tower a lieutenant was appointed, who is al-
lowed 7s. 6d. per day, exclusive of his half-pay. One
midshipman at 2s. per day, and the pay of a fourth rate.

Two seamen at 2s. per day.

A house adjoining the signal tower is allowed to lodge
them, with coals and candles.

Stations of the Signal Towers.

Ashley Down	East Hill, Deal
Ballard Hill	Northforeland
Berry Head	Golden Cup
Black Head	Heene, Suffex
Coleton	Kingston
Christ Church Yard	Little Holland
Dodmon	Lowestoffe
Dunnore	Pagham Point
Gurnore	Selfey Point
Hambro' Hill	Shoreham
Hurters Top	West Withering
Land's End	Worthing
Lizard	Gates End
Maker	St. Peter's Chapel
Manacle Point	Burnt House
Nealand	Felixstow
Needle Point	Orford Castle
Pack Plough	Bacon Hill, Dunwich
Portland	Kessingland
Punch Knoll	Yarmouth Deans
Round Down	St. Catharine's, Isle of Wight
Start Point	St. Leven's Point
St. Alban's Head	West Down Beacon
St. Anthony's Head	West Sore
Beachy Head	Whitelands
Beer Head	Beacons Hill
Dawlish	Beaconsfield

A. D. 1795
 Dungeness
 Folkston Cliff
 Fairlight
 Hawke Hill
 Hithe
 Little Cornhill
 Great Clackton
 Nane Walton
 Penhale
 Seaford

Tenturduc Mount
 Whiteland
 Wakerig Stairs
 Tillingham Grange
 Cocketswich Farm
 Beacon Hill, Harwich
 Further Warren
 Red House Warren
 East Cliff
 Gunton

Scotland.

St. Abb's Head
 Black Castle Hill
 North Berwick Law
 Port Seaton

Dewlaw
 Dunbar Pier
 Guelton Hill
 Colton Hill.

Jersey.

Town Hill
 La May
 Mont Mado

Noir Mont
 Booty Hill.

Towards the latter end of this year Lord George Murray (now Bishop of St. David's) proposed to the Board of Admiralty a plan for a more speedy communication of intelligence by the means of telegraphs which were to be erected on the several heights leading to the coast. In September a trial was made on Wimbledon Common; which being approved of by the admiralty, orders were given for erecting them on the following stations, leading from London to Deal. The communication being found to answer extremely well, they were ordered to be continued to Sheerness, branching off from Beacon Hill.

In March, 1796, telegraphs were erected to communicate between London and Portsmouth. In April the ground was surveyed between Hastings Hill in Suffex, and Torbay, Plymouth, and Falmouth; but none has yet been constructed on these stations. In 1800 it was also in agitation to carry the plan of telegraphs to communicate with Yarmouth, in Norfolk; but this was never carried into effect.

Stations of the Telegraphs between London and Deal.

Admiralty
 West Square

New

New Cross	A.D.
Shooters Hill	1795
Swanscombe	
Gads Hill	
Callum Hill	
Beacon Hill	
Shottenden	
Barham Downs	
Betts Hanger	
Deal.	

Branch to Sheerness from Beacon Hill to
 Tong
 Barrow Hill
 Sheerness.

From London to Portsmouth.

Admiralty
 Chelsea
 Putney
 Cabbage Hill
 Netley Heath
 Hascombe
 Black Down
 Beacon Hill
 Portsdown
 Portsmouth

The Squadron employed on the coast of Ireland was under the command of Vice Admiral Kingsmill,* who, in the month of March dispatched Captain Lumsdaine, in the Polyphemus, and Captain Brunton, in the Assistance, to seize the Overysell, Dutch 64 gun ship, which had put into Bear Haven. A large Dutch East-India ship was also detained in Cork.

On the 29th of August, the Diana, Captain Jonathan Faulkner, the Seahorse, Captain John Peyton, and the Unicorn, Captain Thomas Williams, being on a cruise off the N. W. coast of Ireland, fell in with, and captured the Cromhaut Dutch East Indiaman, and a South Sea Whaler. On the next day, after a chase of 13 hours,

* Appendix, Chap. II. No. 307.

A.D. the Unicorn captured the Comet Dutch brig of war, mount-
1975 ing 18 guns, convoy to the above ships from the Cape of Good Hope.

For the better regulations of the Royal Naval Hospital, Governors were appointed to each. To those at Haslar and Plymouth, a post captain, with a salary of 500*l.* per annum, and 75*l.* for house, coals, and candles; three lieutenants under them, whose salary is 130*l.* per annum, and 30*l.* for house, coals, and candles.

At Deal and Great Yarmouth, a lieutenant is governor, with the same salary with the lieutenants of the other hospitals.

A prize cause was decided this year in the Court of Admiralty, which may be considered interesting to those in the East India, and other merchant service.

The prize *La Franc*, a ship, the value of which was estimated at upwards of 43,000*l.* was taken by the *Ceres*, the *Marquis of Lansdowne*, the *Grattan*, and several other ships in the service of the East-India Company, without firing a single shot; and at the time of the capture, there were on board these ships a considerable number of recruits, and a great many passengers.

The question for the decision of the Court was — “Whether the passengers and recruits on board these ships at the time of the capture, were entitled to receive any share of the prize?”

Doctor Rattin, as counsel for the owners and mariners on board the India ships, said, that upon due consideration of the case, the king's advocate and himself were induced to admit the right of the recruits to take a share of the prize the same as a common sailor. The only remaining question, therefore, which it was necessary for the Judge to decide, would be — “Whether the passengers were entitled to the like share?” An affidavit had been made on behalf of the passengers, stating, that the East India Company, and the captains of ships in their service, always understood the passengers to be liable to command, and the performance of duty, in case of an action. The ideas of the East-India Company (the learned Civilian said) were entitled to very little attention upon the subject. It was not the first time they had been erroneous in their notions. He contended that the sense and spirit of the king's proclamation most clearly negatived the right of the passengers to any share

share whatever ; because it expressly specified such persons only as actually assisted in the capture of ships. The passengers had not by their appearance contributed to intimidate the enemy, and therefore had no claim to any share of the prize in question. A.D. 1795

Doctors Nichols and Swabey urged a variety of arguments in support of the claim of the passengers. They contended for their right with great force of argument, on the ground of a constructive assistance, namely, that they were on board, capable and ready to give actual assistance, in case necessity required it ; and that by their presence they had encouraged the capture.

The learned Judge was of opinion, that the recruits were entitled to a share of the prize, according to the intention and import, both of the king's proclamation and the prize act : not only those who actually assisted in taking a prize, but even those who afforded constructive assistance, provided it went to intimidate the enemy, were entitled to share. The recruits, by their dress and appearance, undoubtedly struck some terror into the mind of the crew of *Le Franc*. Besides, they were either directly or indirectly, under the command of the captain, as soon as on board.

With respect to the passengers, who consisted (the learned Judge supposed) of gentlemen, women, and children, it was not likely that those gentlemen, who probably were looking through the cabin windows with their hair full dressed, struck any terror into the mind of the enemy ; and it was not very commendable in gentlemen to wish to take out of the pockets of the poor sailors any share of their pay. After many judicious observations, the learned Judge decreed, that each of the recruits should be entitled to the like share of the pay in question, as a common man ; but rejected the claims of all the passengers.

In the year 1790, it has been mentioned that two vessels, the *Discovery* and *Chatham*, had been fitted out for the purpose of undertaking a voyage of discoveries on the coast of N. W. America ; and to claim from the Spaniards the restitution of Nootka, &c. Captain George Vancouver was entrusted with the command of this enterprize. The following is an abridged extract of the voyage, with the force and names of the officers who served in each vessel.

A.D.
1795

DISCOVERY—10 four pounders, 10 swivels.

<i>Rank.</i>	<i>Names of the Officers.</i>	<i>How disposed of since.</i>
Captain	G. Vancouver,	Died in London
Lieuts.	{ Zach. Mudge,	post captain
	{ Peter Puget,	post captain
	{ Joseph Baker,	commander
Master	Joseph Whitby,	master attendant at Sheerness
Surgeon	— Cranstoun	returned home sick
Botanist	Arch. Menzies	{ afterwards surgeon of the Discovery
Masters' mates	{ Spelman Swaine	{ promoted during the voyage, now 1st lieutenant of the Princess Charlotte
	{ Tho. Manby,	{ promoted during the voyage, now a post captain
	{ H. Humphries,	{ died in 1799, of the small pox
	{ Robert Barrie,	lieut. in the West-Indies
	{ John Stewart,	post captain
	{ Robert Pigot,	lieutenant
	{ G. C. McKenzie,	lieutenant
	{ Lord C. Stewart	{ drowned in the Leda, one of the lieutenants
Midshipmen	{ John Sykes	commander
	{ John Nicholas,	post captain
	{ E. C. Harris	lieutenant
	{ Earl Camelford	commander, resigned his commission
	{ N. V. Ballard,	post captain
	{ T. Clarke,	drowned in La Tribune, a lieutenant
	{ J. A. Brome	died a lieutenant in the West Indies.
Capt. clerk,	Henry Orchard,	purser of the Bourdelais.
Sur. 1st mate	— Hewitt,	retired from the service
Ditto 2d mate,	{ Joseph Mears	{ died surgeon of the Swallow brig in the West-Indies.
64 other petty officers and seamen; a serjeant, corporal, and 14 marines; making in the whole 105 persons on board.		

CHATHAM

CHATHAM—four three pounders and six swivels.

A.D.

1795

Commander,	{ Lieutenant W. R. Broughton,	now post captain
2d lieutenant,	James Hanson,	{ commander; since lost in the Brazen sloop
Master,	James Johnstone,	{ lieutenant; promoted on the voyage
Boatswain,		
Gunner,		
Carpenter,		
Mates,	{ John Sheriff,	lieutenant
	{ W. Le Mesurier,	ditto
	{ William Scott,	ditto
Midshipmen	{ J. Miller Garnier,	post captain
	{ J. W. Grant,	dead
	{ T. Heddington,	lieutenant
Capt. clerk,	Edward Bell,	purser
Surg. mate,	John Nichol,	retired from the service

23 other petty officers and seamen; 1 serjeant and 7 marines; in all 45.

Early in March, 1791, Captain Vancouver received his instructions from the board of admiralty, which were, to proceed to the Sandwich Islands, there to remain during the winter; which was to be employed in making an accurate survey of these islands; from thence, so soon as the weather was favourable, to Nootka, on the N. W. coast of North America, to receive from the Spanish officers the lands or buildings to be restored to the British subjects; and to take a survey of that coast, with the rivers, inlets, &c. particularly the supposed Straits of Juan de Fuca, through which the sloop Washington is reported to have passed in 1789, and to have come out again to the northward of Nootka. Having completed the object of his voyage thus far, he was directed to repair again to the Sandwich Islands, and finish his examination of them: to return home by Cape Horn; and, if practicable, to examine the western coast of South America, from the south point of the island of Chiloe, and to ascertain what is the most southern Spanish settlement on that coast, and what harbours there are south of it. Captain Vancouver was also ordered to receive on board, and carry out to his native country Towraro, an Indian from one

A.D. one of the Sandwich islands, who had been brought from
1795 thence by a North West American trader in 1789.

These vessels being well provided with provisions, stores, and every other article necessary for the prosecution of such a voyage, sailed from the River Thames on the 26th of January, 1791, and proceeded to Portsmouth, where the crews received three months pay in advance; then sailed to Falmouth; from whence, on the 1st of April, Captain Vancouver took his final departure from the English Channel. It was his intention to have touched at the island of Madeira; but not being able to get into Funchal Road, owing to the unsettled state of the weather, he bore away for Teneriffe, and anchored in the road of Santa Cruz on the 28th of April. Having completed their water, and taken on board refreshments, on the 7th of May the ships put to sea, and directed their course to the southward. On the first of July the Chatham parted company, owing to her extreme heavy sailing, which had greatly retarded the progress of the Discovery. On the 10th she anchored in Simon's Bay, and was joined the same day by the Chatham. On the 17th of August Captain Vancouver took his departure from Simon's Bay, and pursued his course to the S. E. Whilst at the Cape, the crew unfortunately contracted a violent dysentery, the baneful effects of which Captain Vancouver was apprehensive might make a sad havock amongst his people. The weather proved very tempestuous until the beginning of September, but luckily the vessels received no material injury. On the 26th a promontory on the S. W. coast of New Holland was discovered, to which Captain Vancouver gave the name of Cape Chatham, its latitude $35^{\circ} 3'$ south longitude, $116^{\circ} 35' 30''$ east; he continued to sail along shore until the 29th, when a spacious bay was discovered, and named King George the Third's Sound: the ship stood in, and anchored in a part to which Captain Vancouver gave the name of Oyster Harbour, from the quantity of them found in it. The coast was taken possession of from Cape Chatham in the name of his present Majesty. They found here excellent oysters; the country also abounded in ducks, curlews, and other wild fowl, with black swans, all of which were too shy to be taken or shot; there were also several sorts of fish, but not in any abundance. There were evident signs of the country being inhabited, by the number of huts which

which were seen, and other proofs which indicated they had not long left them. On the 18th of October the ships sailed from Oyfter Harbour, in King George's Sound: previous to their leaving it, Captain Vancouver caused to be sown several sorts of garden seeds, and planted some vine cuttings. Pursuing their course to the S. E. on the 26th they got sight of Van Dieman's Land; and on the 2d of November anchored in Facile Harbour, Dusky Bay, on the coast of New Zealand where they experienced a most dreadful storm, in which both ships had been nearly wrecked. Captain Vancouver having surveyed that part of Dusky Bay which had been left unfinished by Captain Cook, and taken on board refreshments, sailed on the 22d. Whilst at this place, they had a plentiful supply of fish and spruce beer, which greatly contributed to the health of those who were still in a convalescent state. On the 23d the ships were separated in a heavy gale. On the 30th of December they again joined in Matavie Bay, in the island of Otaheite. On the same day which the Chatham lost sight of the Discovery, Lieutenant Broughton saw land. On his nearer approach, he found it to be a barren desolate island, with reefs of dangerous rocks projecting from it; to it he gave the name of Knight's Island;* its latitude $48^{\circ} 15'$, longitude $166^{\circ} 44'$. On the 29th he discovered two more islands, these he called the Two Sisters, from their similarity to each other; their latitude $43^{\circ} 11'$, longitude $182^{\circ} 49'$; sailing along the shore, several natives were seen, and a favourable place for landing being discovered, Mr. Broughton landed and took possession of one of these islands, which he named Chatham Island. The natives he describes as of the middling size, stout, with long black hair; they wear a seal or bear skin tied round their necks, which hangs below their hips; their arms a club and spear. They at first manifested a friendly disposition; but soon after Mr. Broughton observed, from their gestures, that this was only done with a view to put him off his guard; for the instant our people shewed an inclination to embark, these savages commenced an attack, which compelled Mr. Broughton and his party, for their own safety, to fire on them; they instantly dispersed, leaving one of their comrades dead.

* The Discovery passed these islands a few hours before the Chatham, and named them the Snares.

A.D. 1795 Our people retreated to the boats, and got on board without further molestation. Captain Vancouver remained at Otaheite until the 24th of January, 1792. The disposition, manners, and custom of these islanders, have been fully treated on by Captain Cook and others, who have visited these islands. Captain Vancouver observed, that most of the European animals which had been left on the island were now reduced to four cows and one bull. After leaving Otaheite, he shaped his course for the Sandwich Islands. On the 1st of March they saw the island of Owhyee; and the next day several canoes came off, bringing with them pigs and vegetables. At this island Captain Vancouver put on shore his charge Towereroo, under the care of Tianna, a chief, who had been formerly with Mr. Mears on his voyage from India to these islands. One of the natives Tareehooa, who had been some months in North America, where he had acquired a little knowledge of the English language; expressing a strong desire to go with Captain Vancouver, he was taken on board the Discovery, where he usually went by the name of Jack, and was found extremely useful. At Attowai they were surprized to find three Englishmen, who had been left the preceding October by an American trader to collect sandal wood and pearls. On the 17th of March the ships sailed from the Sandwich islands, and proceeded towards the coast of America. On the 17th of April they discovered the coast of New Albion, and continued to sail along it without finding any secure place in which they could carry the ships. On the 24th the wind dying away, and a strong current setting them fast on the shore, they were obliged to anchor. In the course of the day several canoes went off to the ships. The favourable accounts given of the natives cannot be better described than in Captain Vancouver's own words—"a pleasing and courteous deportment distinguished these people; their countenances indicated nothing ferocious; their features partook rather of the general European character; their colour a light olive; and besides being punctuated in the fashion of the South Sea islanders, their skin had many other marks, apparently from injuries in their excursions through the forests, possibly with little or no clothing to protect them, though some of us were of opinion these marks were purely ornamental. Their stature was under the middle size, none that we saw exceeding

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ing five feet six inches in height: they were tolerably well A.D. limbed, though slender in their persons; bore little or no 1795 resemblance to the people of Nootka; nor did they seem to have the least knowledge of that language. They seemed to prefer the comforts of cleanliness to the paintings of their bodies: in their ears and noses they had small ornaments of bone; their hair, which was long and black, was clean and neatly combed, and generally tied in a club behind; though some amongst them had their hair in a club in front also. Their covering was the skins of deer, bear, fox, or river otter. Their canoes, calculated to carry about eight people, were rudely wrought out of a single tree; their shape resembled that of a butcher's tray. They brought but a few trifling articles to barter; and they anxiously solicited in exchange iron and beads. In this traffic they were scrupulously honest, particularly in fixing their bargain with the first bidder; for if the second offered a more valuable commodity for what they had to sell, they would not consent, but made signs (which could not be mistaken,) that the first should pay the price offered by the second, on which the bargain would be closed. They did not entertain the least idea of accepting presents; for on my giving them some beads, medals, iron, &c. they instantly offered their garments in return; and seemed much astonished, and I believe not less pleased, that I chose to decline them. The first man in particular, gave me some trouble to persuade him that he was to retain both the trinkets and his garment."

On the 25th they got under sail, and continued to stand along the coast of New Albion without observing any signs of its being inhabited, although the shores had the appearance of being extremely fertile, until again on the 28th, when they saw a canoe or two paddling close in shore. On the 29th they spoke the Columbia American ship, commanded by Mr. Robert Gray, the first vessel seen for eight months. This gentleman had commanded the sloop Washington on a former voyage to Nootka, and who, it was said, had penetrated a considerable distance into the supposed Straits of de Fuca: this proved a mistake; Mr. Gray assured Captain Vancouver he had not sailed more than 50 miles up these Straits. On the same day the ships entered the supposed Straits of De Fuca; and at night the weather having an unpleasant appearance, they anchored about

A. D. about eight miles within them, and a mile from the shore ;
1795 the ships were visited by several of the natives, whose behaviour was friendly and civil : they resemble those of Nootka. On the morning of the 30th, the ships weighed and pursued their course up the Straits, without discovering any bay or inlet until the 2d of May, when they anchored in a bay secure and excellent harbour, in 34 fathoms, about a quarter of a mile from the shore ; to this harbour Captain Vancouver gave the name of Port Discovery, after the ship ; and to the island which formed its entrance, and protected it against the strong N. W. winds, Protection Island. It lies in the latitude of $48^{\circ} 3'$, longitude $237^{\circ} 20'$. The country in general was extremely mountainous, the summits of which were covered with snow ; the vallies and low lands abounded in a variety of trees and shrubs : the gooseberry, currant, and raspberry were observed in great abundance. The only animals seen were a black bear, two or three wild dogs, about as many rabbits, several small brown squirrels, rats, mice, and the Skunk ; the foot-prints of deer were often observed, but that animal was never seen. The aquatic and other birds were numerous, but too shy to permit their being shot. So thinly inhabited is this luxuriant and delightful country, that Captain Vancouver observes, that after traversing nearly 150 miles, without seeing the same number of inhabitants, whom he describes to resemble those of Nootka, excepting that they are not quite so stout, and less filthy in their habits. Their dress was chiefly woollen, or bark of their own manufacture, and the skins of deer, bears, and other animals were worn. The weapons they used were bows, arrows, and spears ; the two latter were barbed with flint, bone, and agate, some with iron. They did not appear to have any fixed residence, but wandered about either as inclination, or necessity might compel them, their habitations being nothing more than a few mats thrown over some cross sticks. Several human skeletons were found, some of which were disposed off in a very singular manner. Canoes were suspended between two or more trees, about twelve feet from the ground, in which were the skeletons of two or three persons ; others of a larger size were hauled up into the outskirts of the wood, which contained from four to seven skeletons, covered over with a broad plank. Baskets were also found suspended on high trees, each containing
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the skeleton of a young child, in some of which were small square boxes, filled with a kind of white paste made of the Savanne root, which is eaten by the natives. A.D. 1795

The vast number of human bones seen on the coast, and the bodies of the natives unblemished by scars, together with their friendly and civil deportment, by no means indicated their being inured to hostilities: the most probable conjecture is, that the small pox, or some epidemic disease, had greatly contributed to depopulate this country. Captain Vancouver also thinks that many of the inhabitants were induced to move nearer the exterior coast for the convenience of trading with the Europeans and citizens of America. On the 18th of May they took their departure from Port Discovery; on the 26th having sailed some leagues up the supposed Straits of De Fuca, they discovered a deep bay or inlet, in the different parts of which the ships anchored. Captain Vancouver, with several of his officers, were a fortnight in the boats examining and surveying this large and commodious inlet, which he distinguished by the name of Admiralty Inlet. He also took possession of the coast, from that part of New Albion in the latitude $39^{\circ} 20'$ north, and longitude $236^{\circ} 26'$ east. East to the entrance of this inlet, said to be the supposed Straits of Juan de Fuca, as likewise all the islands, &c. within the Straits, in the name of his present Majesty. The interior sea he had discovered, he gave the name of the Gulph of Georgia. The natives here were more numerous, of the same race, and equally hospitable and friendly. The port in which the ships anchored he named Possession Sound, from whence they sailed on the 5th, and proceeded out of Admiralty Inlet to the northward; being thoroughly convinced that no such straits as those of De Fuca existed. On the 12th they anchored in a bay, which, from the abundance of birch trees, was called Birch Bay. From hence Captain Vancouver again went with his boats to explore the coast of New Georgia; after an absence of eleven days they returned to the ships, having in that time traversed upwards of 330 miles. On their passage back, they were greatly surprized to discover two vessels at anchor, which, upon their nearer approach, and going on board, were found to be his Catholic Majesty's brig *Sutil*, under the command of Don D. Galiano, and the Mexicana schooner, Don. C. Valdes, captains of frigates in the Spanish navy, who had sailed from Acapulco on the 8th of March, in order

A.D. 1795 der to prosecute discoveries. Captain Vancouver learnt from these officers, that some Spanish vessels had been employed the preceding year to survey this coast, and had explored a few miles beyond where he had been in the boats. On the 24th the vessels sailed from Birch Bay, pursuing their course in company with the Spaniards, to the northward up the Gulph. On the 27th they anchored, and the boats were dispatched to explore. On the 12th of July, Mr. Johnstone returned, and reported that he had discovered a passage into the Pacific Ocean, which was given the name of Johnstone's Straits. On the morning of the 13th Captain Vancouver got under sail, and took his leave of the Spaniards, and steered for the Straits, which they entered on the 16th: they are bounded on the south by the islands of Quadra and Vancouver, and on the north by the coast of New Hanover; for the distance of 32 leagues the width does not exceed more than two miles. The southern shore is well inhabited by a civil, friendly people, who had evidently been visited before by the Spaniards, many of them producing arms, and other articles, which were the manufacture of that country.

Our navigators proceeded to explore these dangerous and intricate Straits until the 6th of August, when unfortunately the Discovery ran with so much force on a reef of rocks, that for some time she was in imminent danger of being lost; on the flood making, she was providentially hove off. On the 9th they cleared the Straits, and arrived in Queen Charlotte's Sound, so named by former navigators, who had explored the coast of New Hanover. On the 15th the ships anchored in Safety Cove, at the entrance of Fitzhugh's Sound. Captain Vancouver surveyed in his boats this Sound at the distance of 37 miles from the ships; he represents the country as dreary and inhospitable, not a living creature to be seen excepting the seals and the sea otter. On the 17th they were joined by the Venus, an English brig from Bengal, bound on a trading voyage along these shores. Mr. Sheppard, her commander, brought a letter to Captain Vancouver from Mr. Thomas New, master of the *Dædalus* store-ship, acquainting him with that ship's arrival at Nootka; at the same time with the melancholy intelligence of the death of Lieutenant Hergest, her commander, Mr. William Gooch, the astronomer, and a seaman, who had been murdered by the inhabitants of the island

island of Woahoo, whilst on shore procuring water. On the 19th they left Safety Cove, and proceeded to the southward for Nootka Sound, having surveyed the coast of North West America, from the latitude of $39^{\circ} 5''$ north, longitude $236^{\circ} 36'$ to the latitude $52^{\circ} 18'$, longitude $232^{\circ} 55'$. On the 28th the ships anchored in Friendly Cove, Nootka Sound, where they found the *Dædalus* store-ship. A.D.
1795

It is here necessary to give a short account of some of the most remarkable transactions which happened on board the *Dædalus* on her passage to join the *Discovery*, and of the death of Lieutenant Hergest.

Nothing of any material consequence occurred until the morning of the 23d of March, 1792. Having the preceding evening anchored in Resolution Bay, in the island of Ohetahoo, one of the Marquesas; at four o'clock in the morning, in a heavy squall of wind, the ship parted from her anchor, and drove out of the bay. She was scarce clear of the points, when Mr. Hergest discovered the ship to be on fire. They had all been prevented sleeping during the night by the vessel having been full of smoke; those who had the watch on deck attributed this circumstance to the smoke having come from the shore; and this opinion, very inconsiderately, and without reflection, had been generally adopted, until Mr. Hergest, after the ship had cleared the points of the bay, in going into the cabin, was convinced that the smoke originated from a nearer and more alarming cause. On lifting up the gun-room scuttle, there immediately issued an immense column of smoke, which left no doubt of their perilous situation, as the fire was close to the magazine. The powder was instantly got out and put into a boat alongside: this task was performed with much difficulty, as the gun-room was extremely hot and full of smoke; and the powder very injudiciously had been promiscuously stowed amongst the ship's provisions. Lieutenant Hergest gives the greatest praise to his crew, whom he observes, to a man, stood firm to his duty at this alarming and trying moment, without fear or panic to swerve them from its execution; although on some other occasions they had given him much trouble and serious concern. At first the fire was supposed to have been occasioned by some oakum stowed in the fore part of the gun-room taking fire, by accidentally getting wet, since no lights had ever been near it. After a large quantity of provisions had been

A.D. hoisted up to get out the powder, the smoke was still found
1795 to ascend from below; this circumstance, with that of the deck being so hot as not to allow the people keeping their hands upon some lead that was laid upon it, convinced them that the fire must be in the lazaretto below, where some purser's beds were now recollected to have been very improperly stowed; and from the seas they had shipped during the tempestuous weather which they had experienced in their passage round Cape Horn, no doubt was entertained that these beds had got wet, and had taken fire. Every minute confirming Mr. Hergest in this opinion, care was immediately taken to stop every avenue and crevice about the after hatchway, to prevent any communication of air, before they ventured to scuttle the deck for the purpose of extinguishing the fire, by pouring water over it. Happily they had day-light for executing this; and were soon convinced that the fire had originated as they had last conjectured, from the appearance of the ascending smoke, on scuttling the deck, as also of the good effect of their judicious labours. Other holes were now bored immediately over the beds; and after pouring down great quantities of water, they soon had reason to be gratefully thankful to Divine Providence for so timely and critical a preservation. Some of the beds were entirely consumed; a case in which they were laid, as also the deck over them, was burnt some way into the wood to a black cinder. Little else was stowed with these beds but rum and oil, so that had the fire once broke out into a blaze, the extinguishing it, or preventing its communication with these inflammable substances, would have been morally impossible, and their destruction would have been inevitable. This accident, which had so nearly proved fatal to the crew of the *Dædalus*, shews how requisite it is that the stop and other store-rooms should be frequently inspected, and such stores, &c. as may be subject to heat, got on deck and aired.

On the 30th of March Mr. Hergest saw a cluster of islands lying between the latitudes of $7^{\circ} 30'$ and $9^{\circ} 14'$ south longitude $219^{\circ} 47'$ and $220^{\circ} 21'$ east. They are four in number, besides some detached rocks above water: the islands he distinguished by the following names; the southermost, Roberts Isles; the largest, which is the center, Sir Henry Martin's Island; the others, Riou's and Trevenon's Islands; he represents them as extremely fertile, and

and numerously inhabited by a friendly race of people, particularly Sir Henry Martin's Island. Captain Vancouver concluded, these islands had never been before discovered, and to commemorate the discovery of a worthy friend, he named the whole group Hergest's Islands. A.D
1795

On the 11th of May the *Dædalus* anchored on the N. W. side of Woahoo, one of the Sandwich islands, which place proved fatal to Mr. Hergest; Mr. Gooch, the astronomer, and one of the seamen, who, with another, had landed unfortunately without arms; the natives taking advantage of their defenceless situation, immediately attacked them, killed one of the people, and carried off Mr. Hergest and Mr. Gooch. The other being a very stout active man, made his escape through a great number of these savages, fled to the boat, and with two others landed again, with two muskets, in hopes to rescue their officers, and to recover the body of their messmate. They perceived that Mr. Hergest and Mr. Gooch were still alive amongst a vast body of the natives, who were stripping them and forcing them up the hills behind the village: they endeavoured to get near the multitude, but were so assailed by stones from the crowd, who had gained the surrounding hills, that they were under the painful necessity of retiring; and as night was fast approaching, they thought it most adviseable to return on board, that more effectual means might be resorted to on this unfortunate occasion.

The next morning Mr. New, the mate, sent on shore the cutter, well manned and armed; an old chief, who was on board, to whom Mr. Hergest had promised a passage to his native island, was also sent in the boat as an interpreter, and also to use his influence to endeavour to recover their commander and ship mates. Upon his landing and demanding these unfortunate gentlemen, either alive or dead, he was informed they were both killed the preceding night, and that they had been cut in pieces, and divided amongst seven different chiefs.

After this conversation, numbers of the savages came towards the sea side, and threw stones at the party in the boat, who fired several times, and at length obliged them to retire. Any further attempt to recover their unhappy shipmates being fruitless, the boat returned on board; and the *Dædalus* proceeded to land the old chief agreeable to a former promise at Attowai; but when they were about five

A.D. or six leagues to leeward of Woahoo, at five in the evening
1795 the old chief made a sudden spring overboard, and swam from the ship, which was instantly brought to; but on finding he still continued to swim from them, without the least inclination of returning on board, they filled their sails, and made the best of their way towards Nootka.

Captain Vancouver nominated Lieutenant James Hanson, of the Chatham, to command the Dædalus; and after the usual ceremonies had passed between him and the Spanish governor, a negociation was immediately opened between Seig Quadra, the Spanish commander in chief, and Captain Vancouver, for the restitution of Nootka; which, after much correspondence on the subject between these officers, differing in opinion with respect to the space of territory to be restored to Great Britain, it at length terminated in the Spaniards still continuing in possession, and reference had to their respective courts. Captain Vancouver entrusted his dispatches to the care of Lieutenant Mudge, his first lieutenant, who was to proceed to China in a Portuguese brig, and from thence to England. Mr. Spelman Swaine was promoted to be third lieutenant of the Discovery; and Mr. Thomas Manby to be master of the Chatham.

On the 12th of October they took their departure from Nootka, and proceeded to the southward, steering along the shores, for the purpose of re-examining the coast of New Albion and Columbia river. On the 20th the Chatham entered the river; but the next day the badness of the weather forced Captain Vancouver to stand out to sea; he therefore gave up all hopes of regaining Columbia river, and continued his route to the S. E. On the 15th of November the Discovery anchored in the port St. Francisco; and was joined on the 22d by the Chatham: Lieutenant Broughton had made a complete survey of the Columbia river, having been absent with his boats ten days, in which time he had traversed from its entrance about 84 miles. From his description of it, it cannot be considered as a river safe for the navigation of vessels of even the smallest burthen. Its entrance is shallow, surrounded by dangerous reefs of rocks, and a tremendous sea breaking almost constantly across it. Previous to Mr. Broughton's departure, he formally took possession of the river and country in its vicinity, in his Britannic Majesty's name. On the 25th of November our navigators quitted port St. Francisco,
highly

highly gratified with the hospitable and friendly reception they had met with from the Spaniards. Whilst here they were abundantly supplied with fresh beef, vegetables, and every other refreshment, and at a reasonable rate. On the 26th they anchored in the port of Monterrey; here they refitted the vessels, and having taking out of the *Dædalus* such stores as were wanted, she was dispatched to Port Jackson. Nothing could equal the courteous and friendly behaviour of Seignor Quadra, and the rest of the Spaniards at this place, whose chief care was to render our countrymen every comfort and assistance whilst they remained at their settlement; and at their departure supplied them plentifully with all kind of refreshments.

The Indians at this place practice a very singular method of taking deer, and other animals by imitating them.—“ They equip themselves in a dress, consisting of the head and hide of the creature they mean to take; with this, when properly put on and adjusted, they resort to the place where the game is expected, and there walk about on their hands and feet, counterfeiting all the actions of the animal they are in quest of; these they perform remarkably well, particularly in the watchfulness and the manner in which deer feed. By these means they can, nearly to a certainty get within two or three yards of the deer, when they take an opportunity of its attention being directed to some other object, and discharge their arrows from their secreted bow, which is done in a very slooping attitude; and the first or second seldom fails to be fatal. The whole was so extremely well contrived and executed, that I am convinced a stranger would not easily have discovered the deception.”

On the 14th of January, 1793, the equipment of the vessels being completed, they took their departure from this hospitable port, in company with the *Active*, and two other Spanish vessels; on board the first was their friend Seignor Quadra, who was going to his government of St. Blas; and had in the most polite and civil manner received on board Lieutenant Broughton, whom Captain Vancouver had requested might be permitted to take his passage by the way of New Spain to England. On this occasion Lieutenant Puget was appointed to command the *Chatham*.

On the 18th Captain Vancouver parted company with the *Active*, and pursued his course towards the Sandwich Islands, steering in such a direction as to determine whe-

A.D. 1795 ther there existed a cluster of islands laid down in the Spanish charts, between the 19th and 21st degrees of north latitude, and between the 221st and 225th degrees of east longitude. After searching in vain for these islands from the 28th to the 6th of February, Captain Vancouver was convinced no such existed, and made the best of his way for Owhyhee, which was seen in the morning of the 12th; leaving Mr. Puget, in the Chatham, to survey the S. E. side of the island; he proceeded along shore, and on the 22d anchored in Karakakooa Bay*, as the most proper situation for making the necessary observations, as well as to effect the repairs of the vessels. Whilst at Owhyhee, they were visited by an Irishman, whose name was John Smith, and had deserted from an American trader; and two Englishmen, John Young and Isaac Davies; the former had been boatswain of an American snow, called the Eleanor, mounting ten guns, manned with 10 American, and 45 Chinese, commanded by Mr. Metcalf, on a commercial voyage to the north-west coast of America, in the fur trade, Davies had been mate of the Fair American schooner, a tender belonging to the Eleanor, of about 26 tons burthen, commanded by the son of Mr. Metcalf, a youth of about 18 years of age. The account related by these men should be a caution to the people from the civilized world when they visit these islands, to be on their guard against the ambitious and treacherous designs of the natives, which is fully illustrated by the following account which they gave to Captain Vancouver. "Young stated, that in February, 1790, they proceeded to Mowee, where a boat belonging to the snow, with one man in her, was stolen by the natives from the stern of the vessel; and, on a reward being offered for the boat and the man, Mr. Metcalf was informed, that the former was broken to pieces, and that the latter had been killed. The bones of the man were then demanded, which, with the stern and stern post of the boat, were carried on board the snow in about three days. The natives in the mean time had continued to trade with the crew, and after delivering up the remains of the man, and parts of the boat, they supposed the anger of those on board was entirely appeased, and demanded of

* It was in this Bay that Captain Cook was murdered in the year 1779.

A. D.
1795

Mr. Metcalf the reward he had offered. This, Mr. Metcalf replied, they should soon have, and immediately ordered all the guns to be loaded with musket balls and nails; and having tabooed one side of the ship, in order to get all the canoes on the starboard side next the shore, the ports were hauled up, and the guns fired amongst the canoes. The guns between decks being nearly upon a level with the canoes, did great execution, as did the small arms from the quarter-deck, and other parts of the ship. On this occasion Young represented that upwards of an hundred were killed, and a great many wounded.

“ Having thus taken such revenge as he considered equivalent to the injury received, Mr. Metcalf quitted Mowee, and returned with his vessel to Owhyhee, where to all appearance they were on very good terms with the chiefs and the inhabitants of that island.

On the 17th of March, Young had permission to be on shore until the next day, when the snow stood close in, and fired a gun as a signal for him to return on board; but to his very great astonishment he found the canoes all tabooed, and hauled up on the shore, and was informed by Tamaahmaah, that if he attempted to take a canoe by himself, he would be put to death; but that he should have a canoe the next day. Having no other resource, Young was obliged to submit, and in the evening he was informed, that the schooner Fair American had been captured by Tamaahmootoo, to the southward of Toeaigh Bay, and that Mr. Metcalf's son, and the four men composing the crew, had been barbarously murdered.

The snow remained two days off Karakakooa, firing guns, and standing in shore, as a signal for Young; but after the news was confirmed of the schooner having been captured, the king would not permit him to leave the island, but behaved to him in the kindest manner, telling him that he should not be hurt, and that he should be at liberty to depart in the next ship that arrived; but that he would on no account allow a canoe to go off to the snow, lest his people should be killed.

“ Tamaahmaah, who had been on the strictest terms of friendship with Mr. Metcalf and his people, took Young immediately to his house, where he was treated with every kindness and attention.

The king being excessively concerned, and very angry

A. D. at the late inhuman business, collected a very considerable
1795 force; and as if he intended to chastise those who should be found the perpetrators of this barbarous transaction, he set out, accompanied by Young, on the 22d of the same month, in order to enquire into the circumstances that could have caused so great a breach of hospitality. The schooner was found in the situation already described, destitute of almost every thing that was moveable. Tamaahmaah demanded that the vessel should instantly be delivered up to him, that he might restore her to the proprietor, Mr. Metcalf, should he ever again visit Owhyhee. This was complied with by Tamaahmootoo, who received from the king a very sharp rebuke for the great impropriety of his late conduct in the capture of the schooner, and his unpardonable barbarity in murdering the commander and the people; in excuse for which, he alledged he had been struck, and otherwise ill treated, by the father of the unfortunate young man.

Here they found Isaac Davies, the mate, still alive, but in a most deplorable condition; Tamaahmaah ordered that he should immediately be taken to his residence, and gave particular injunctions that he should receive every assistance in their power to bestow.

“ From Davis, Captain Vancouver learnt, that he had been treated by Tamaahmaah, and his attendants, with a degree of humanity, kindness, and careful attention, that he could not have believed these people were capable of shewing.

He stated the following to be the melancholy fate of the younger Metcalf and his people, on the capture of the schooner by Tamaahmootoo.

“ The schooner being close in with the land, and nearly, or entirely becalmed, she was visited by Tamaahmootoo, a very powerful chief, who was attended by a great number of the inhabitants: many of these, as well as their chief, made considerable presents to the young commander; and others sold their hogs and vegetables for little or nothing; and in order to ingratiate themselves farther in the good opinion of Mr. Metcalf, and to gain his permission for their entering his vessel, they told him that the snow was but a little way to the westward, and that he would see his father before night.

Davies, who was at the helm, represented the impropriety

priety of this measure to Mr. Metcalf; and said, that he A.D. 1795
thought the behaviour of the natives had a very suspicious
appearance, but all he could urge was to no effect; the
young commander, perfectly satisfied of their friendly in-
tentions, replied, that he would do them no harm, and
allowed as many as thought proper to come on board his
vessel. In a few minutes he was seized by Tamaahmootoo,
thrown overboard, and was no more seen. Davis having
a pistol at hand, snapped it at the chief on his seizing his
commander, but it unfortunately missed fire. He was
then thrown overboard himself, and most inhumanely
treated whilst in the water; the women stripped him there
of his clothes, and the men endeavoured to murder him
with their paddles, being otherwise totally unarmed. But
Davis being a good swimmer, and a very strong athletic
man, escaped from one canoe to another before his pur-
suers, in order to preserve his life, which he appeared inca-
pable of prolonging but a few moments. At length ex-
hausted by fatigue and loss of blood, which had been very
considerable from the wounds he had received, he was
hauled into a large double canoe; and as they had no wea-
pon or instrument with which they could put him to death,
he was held with his throat across the rafter that unites the
two canoes, whilst the inhuman wretches jumped upon his
neck and shoulders, with the intention of thus depriving
him of life, but still without effect; till, being tired with
their cruelties, they ceased to persecute him.

“ After a short respite he recovered a little, and looking
up to the most active of the party, said, mytir, mytir,
signifying “good:” the man instantly replied, “arrow-
hah,” meaning that he pitied him, and instantly saluted
him by touching noses, gave him some cloth, and assisted
him to wipe and bind up his wounds. After this he had
no other injury offered to him: on his being taken on
shore, he was kindly treated by Harapy, brother to Ka-
howmootoo, who nursed him, and expressed great concern
for his deplorable condition; but Tamaahmootoo, notwith-
standing the state he was in, took him in triumph through
the village, and made a jest of him.

“ Davis further stated, that Tamaahmootoo took every
thing out of the schooner that he possibly could, before the
arrival of the king and Young; that he was rejoiced to see
the latter, and thought he had come from the snow to fetch
the

A.D. the schooner; but when they met, and he had heard the
1795 snow was gone, and that Young had been informed of the particulars of the late cruel transaction, they were both sitting in the greatest affliction, when the king came to them, caught them in his arms, and comforted them; and said, that no one should hurt them whilst he could protect them. The king then gave directions that he should be properly taken care of, and told him he was very sorry for what had happened; but that he, Davies, should live with, and be protected by him.

“After this, the King reprimanded Tamaahmootoo in such terms, that Davis saw tears in the eyes of the latter. Tamaahmaah then took possession of the schooner for the right owner.”

These men had resided nearly three years at Owhyhee, during which time they had experienced the most humane and kind attention from the King, Kahowmootoo, Kavaheero, and Commanowa, three of the principal chiefs. The King gave them three very fine estates, and the former of these chiefs one each. Tamaahmaah afforded them every protection against the artful designs of the more turbulent chiefs, who frequently attempted their destruction, especially Tianna, from whom they had reason to expect better treatment, this man having been some time with Mr. Meares at China, and was kindly treated by him. There is, however, some excuse to be made for the cruelties which these savages exercised towards the strangers who visited the islands, when the conduct of Captain Metcalf is taken into consideration; and other stratagems which were pursued by the American traders, to draw these people near their vessels, and fire upon them, perhaps for no other provocation than some trifling misunderstanding, or petty theft.

On the 8th of March Captain Vancouver sailed from Karakahoo, well supplied with live hogs, which are in abundance on these islands, and other refreshments: he left with Young and Davies several useful articles, and speaks of the behaviour of these men in the highest terms; and was persuaded that our people were much indebted to them for the friendly and hospitable reception they met with from the natives. On the 12th they anchored off Rakenia, on the island of Mowee. On the 16th the Chatham was dispatched to Nootka. On the 10th they quitted Mowee;
and

and on the 20th, anchored in Whyteete Bay, at the island of A.D.
Woahoo, where Captain Vancouver learnt that some of 1795
the murderers of Lieutenant Hergest and Mr. Gooch resided: these men were apprehended, and being convicted on the clearest evidence, were executed by one of their own chiefs in a canoe alongside the Discovery. One of the principal objects which Captain Vancouver seemed desirous of attaining whilst at the Sandwich Islands was, to endeavour to reconcile the natives of Owhyhee, and the neighbouring islands, to each other: they were engaged in constant warfare; and so deeply rooted was the inveteracy, that all his persuasions were ineffectual. On the 30th of March he took his departure from the Sandwich Islands, and steered for Nootka. On the 26th of April they made Cape Mendocino, on the coast of New Albion. On the 2d of May the Discovery anchored in Porto Trinidad, latitude $41^{\circ} 8'$ north. Captain Vancouver speaks of this place as by no means a secure port for ships to anchor. They found a cross which had been erected on one of the hills by the Spaniards, when they took possession of this port, with the following inscription—" *Carolus III. Dei G. Hispaniarum Rex.*" The country was thickly wooded to the summit of the mountains. The few natives seen, were docile and friendly. A most singular custom was general amongst these people, which in the operation must have caused infinite pain: all the teeth of both sexes were by some process ground uniformly down horizontally to the gums; the women especially, carrying the fashion to an extreme, had their teeth reduced even below this level; and ornamented their lower lip with three perpendicular columns of punctuation, one from each corner of the mouth, and one in the middle, occupying three fifths of the lip and chin. Had it not been for this frightful custom, some amongst the younger females were considered as having pretensions to beauty. On the 3d of May they quitted Porto Trinidad, and pursuing their course to the northward, arrived in Friendly Cove, Nootka Sound, on the 20th, which they left on the 23d. On the 26th Captain Vancouver joined the Chatham in Restoration Cove, Fitzhugh's Sound. Here the necessary repairs were done to the Discovery, during which time the boats were dispatched to explore the shores on each side. On the 11th they sailed from Restoration Cove, and continued with the greatest perseverance to

A. D. 1795 to explore with the ships and boats, the continent and islands situated on the coast of North West America, as far to the northward as the latitude $56^{\circ} 47'$ longitude $227^{\circ} 20'$; from thence pursuing their route to the southward, they again anchored in Friendly Cove, Nootka Sound. In one of the boat excursions they were absent from the vessels 23 days; in which time they had experienced many difficulties, and traversed upwards of 700 geographical miles. In another, some of the men were poisoned by eating of muscles, one of whom died. The natives who appeared to inhabit the extensive coasts and islands which our navigators visited, seemed to be nearly of the same race, differing very little in their customs and manners: they in general were friendly and hospitable; never, excepting once, having observed the least symptom of hostility. At this time, whilst exploring in the boats at some distance from the ships in Burrough's Bay, in latitude 56° north, they were in imminent danger of being cut off, the narrative of which cannot be better related than in Captain Vancouver's own words: "As our route was directed to one of the necessary stations, some of the natives were observed in their canoes near the shore; four of these canoes appearing to be large and well manned, went towards the launch then some distance astern of us; and by their singing, which we heard, appeared to be very peaceably inclined. We were also visited by a small canoe, containing only two of the natives, who approached us without hesitation, and with the greatest good humour accepted such trifling presents as were offered to them, and made known our friendly behaviour to some of their associates, who were still on the shore. These, apparently at the distance of the other two, came off in two small canoes, that just reached us as we were putting in shore for the purpose of taking requisite angles. Their behaviour was civil and inoffensive; and they seemed equally well satisfied with the presents that were distributed amongst them. They offered their skins and other commodities to barter, which were accordingly exchanged; and thus without the least apprehension on our parts of any evil design in these people, who, like most of the natives we had lately seen, were well armed. I landed, leaving Mr. Puget in the yawl, using his endeavours to entertain our new visitors. In a little time they became extremely clamorous, and were hallooing to the large

large canoes that were near the launch. On my return A.D. into the boat, Mr. Puget informed me that the natives had 1795 betrayed a very thievish disposition, and that he had great reason to suspect they were inclined to be turbulent. I immediately ordered the boat from off the shore, hoping, by that means, to get quit of them, but in this attempt they were excessively troublesome; the number of their canoes was by this time four or five, in these they laid fast hold by the boat's quarters, calling out "winnee watter," which signified for them to stop and trade; though at our solicitations they frequently quitted their hold, but which they almost instantly again resumed: we had, however, put off from the rocks, and had partly got the use of our oars, without being obliged to resort to any hostile measures, when the largest of the canoes, under the steerage of an old woman, with a remarkable large lip ornament, laid us on board across the bow; this vixen instantly snatched up the lead line that was lying there, and lashed her canoe with it to the boat; whilst a young man, appearing to be the chief of the party, seated himself in the bow of the yawl, and put on a mask resembling a wolf's face, compounded with the human countenance. About this time the Indian who had first visited us, watching his opportunity, stole a musket out of the boat. Our situation was now become very critical and alarming; we had discovered too late the treacherous designs of these people; and to add to our embarrassment, the launch was yet too far distant to afford us any immediate succour. The only chance we had for our preservation, was, if possible, to ward off the blow by a kind of parley, until our friends might come up, who were hastening with their utmost exertions to our assistance. With these ideas, I went forward with a musket in my hand, in order to speak to the chief, on which the surrounding Indians, about fifty in number, seized their daggers, brandished their spears, and pointed them towards us in all directions. I was not yet without hopes of effecting an amicable separation, without being under the necessity of resorting to extremities. The chief instantly quitted the boat at my request, and gave me to understand, by signal, that if I would lay down my musket, his people would lay down their arms; on my disposing of my gun, the conditions were complied with on all sides, and tranquillity appeared likely to be restored; nor do I believe that any thing further would have happened

A. D. 1795 opened, had they not been infligated by the vociferous efforts of their female conductress, who seemed to put forth all the powers of her turbulent tongue to excite, or rather to compel the men to act with hostility towards us. Her language appeared to have the most effect upon those who were towards the stern of our boat, and who were likewise greatly encouraged by a very ferocious looking old man in a middling size canoe. This old fellow, assisted by his companions, seized hold of our oars on the starboard side, and prevented their being used. Observing this, and that the spears were again brandishing in that quarter, I again made signs for peace, and went immediately ast, where I found Mr. Puget using his utmost endeavours to accomplish the same desirable object, which seemed once more likely to take place, by their laying down their arms a second time.

“ This posture of affairs continued however but for a few moments: I had scarcely turned round, before I saw the spears, in the canoe which contained the chief and the old woman, all in motion; but on my stepping forward they were again dropped. Whilst I was thus engaged, the Indians near the stern of the boat became very troublesome; and, as I was passing back along the boat, a general commotion seemed to have taken place; some spears were thrust, one or two of which passed very near me; and the Indians in all directions began to seize all the moveables in our boat that they could possibly reach, and to commit other acts of violence. Our destruction seemed now almost inevitable, as I could hardly flatter myself that the force we had to oppose against the number that surrounded us, and, as it were, held us so completely within their power, would have been sufficient to make them retire.

“ By this time, however, which was about ten minutes from my return to the boat, the launch had arrived within pistol shot; and being now thoroughly satisfied that our forbearance had given them confidence, and that our desire for peace had rather stimulated them to acts of temerity, than dissuaded them from their hostile intentions; and seeing no alternative left for our preservation against numbers so superior, but by making use of the coercive means we had in our power, I gave directions to fire; this instantly taking effect from both boats, was, to my great astonishment, attended with the desired effect; and we had the happiness

happiness of finding ourselves immediately relieved from a situation of the most imminent danger. A.D. 1795

“ Those in the small canoes jumped into the sea, whilst those in the larger ones, by getting all on one side, raised the opposite side of their canoes, so that they were protected from the fire of the yawl, though they were in some measure exposed to that of the launch, and in this manner they scrambled sideways to the shore.

“ The only arms they had left us in the yawl, besides those in the arm chest, were a blunderbuss, a musket, a fowling piece loaded with small shot, and a brace of pocket pistols; the rest of the arms that had usually been kept at hand, consisted of three muskets and a fowling piece, having been stolen in the affray, together with two cartridge-boxes, some books, and other articles of little value. The arm chest, however, afforded a sufficient supply for a future defence, and were immediately got in readiness for our protection, whilst the chastisement I intended to bestow on these treacherous people, by destroying their canoes, should be carried into execution. But as we were pulling towards the shore for this purpose, I understood that two of our boat's crew were very badly wounded, which circumstance had escaped my notice, by their having continued to exert themselves at their respective stations; and this very unpleasant intelligence induced me to decline the punishment I had meditated to inflict for the unprovoked aggression of the natives.

“ The Indians on reaching the shore, ascended the high rocky cliffs of which it is composed, from whence they endeavoured to annoy those in the launch by stones, some of which fell into her at the distance of thirty or forty yards from the shore, and from whence also they fired a musket. The arms they had stolen from our boat were all loaded; beside these, they had fire arms of their own, but I had reason to believe they were not charged at the time of their attack upon us, as one of the most savage looking fellows amongst them, just as I gave orders to fire, snapped his piece at me, but it missed fire, and he immediately laid it down, and took his spear with all imaginable composure.

“ The launch was now ordered to join us, and an equal distribution of the remaining arms and ammunition was made in both boats. Being now fully prepared to repel any further attack, we rested on our oars about a quarter of
of

A.D. of a mile from the precipice the Indians had gained, until
1795 Mr. Menzies had dressed the wounded men. This being done, they departed from this coast, giving the name to the point on which they landed, Point Escape, situated in latitude $55^{\circ} 37'$ north, longitude $228^{\circ} 30'$; and to a small opening about a league to the northward of this point, the name of Traitor's Cove. It could not be ascertained what execution the firing from the boats had done. Some of the natives were seen to fall, as if killed or severely wounded; and great lamentations were heard after they had gained their retreat in the woods.

Captain Vancouver could not account for the treacherous and deceitful conduct of these people, so contrary to the general disposition of the Indians he had hitherto met with on the coast of North West America, which was civil, good humoured, and friendly: he imagined it either proceeded from motives of revenge for injuries sustained by other civilized nations, or else to obtain by these violent means the valuable articles they possessed.

Amongst some of the tribes of Indians to the northward of Port Trinidad, the females have a fashion of adorning their persons, by making an horizontal incision, about three tenths of an inch below the upper part of the under lip, extending from one corner of the mouth to the other, entirely through the flesh; this orifice is then by degrees stretched sufficiently to admit an ornament made of wood, which is confined close to the gums of the lower jaw, and whose external surface projects horizontally. These wooden ornaments are made of fir, and neatly polished; their shape oval, and resemble a small wooden platter or dish, made concave on both sides; about three inches and four-tenths in length, and an inch and a half broad; they are about four tenths of an inch in thickness, and have a groove along the middle of the outside edge, for the purpose of receiving the divided lip.

A singular custom was observed amongst the Indians to denote pacific intentions; this was, by holding in one hand the skin of a bird, and with the other plucking out the young feathers and down, which at the conclusion of certain sentences in the person's speech, he blew into the air.

It appeared evident that this part of the coast had been visited by civilized nations, as many of the natives were

were seen with muskets, pistols, and other European articles in their possessions. A.D. 1795

On the 8th of October the trifling repairs which the vessels required being finished, they sailed from Nootka, in order to recommence their researches on the southern parts of New Albion, and to procure such necessary refreshments as those countries afford, of which they began to be in great want. On the 15th the Chatham was dispatched to examine the port of Bodega, and rejoined the Discovery in the port of St. Francisco on the 21st. On the 24th they again stood to sea, and were joined the next day by the Dædalus store-ship from New South Wales. On the 1st of November they anchored at Monterrey. At this place and Nootka the reception they met with from the Spaniards was civil, but not so friendly and hospitable as that which they had before experienced. A new governor had been appointed to this settlement, who, Capt. Vancouver imagined, had been directed by the Court of Spain to watch with a jealous eye all foreigners who should arrive at the ports on the coast within his jurisdiction. The restrictions imposed on Captain Vancouver, notwithstanding his having explained to the governor the object of his voyage, made him resolve, after finishing the examination of this coast, to proceed to the Sandwich Islands. On the 5th he accordingly left Monterrey, and pursued his course to the southward till the 10th, when he anchored off the Spanish establishment of Sta. Barbara, the commandant of which place received him in the most friendly and hospitable manner; and gave directions that he should be supplied with every refreshment the country could afford; a treatment so different to what he had met with at St. Francisco and Monterrey, that he attributed his ungracious reception at these places to have been more the effect of personal disposition of those in power, than of any fresh instructions they had received from their government. Captain Vancouver availed himself of this generous offer to furnish the vessels with plenty of vegetables and live stock. He was also treated with the greatest civility and kind attention by the Friars of the Missions, or Convent at Buena Ventura, about seven leagues to the south eastward of Sta. Barbara.

After having visited the residence of these benevolent and hospitable fathers, which is situated about three quarters of a mile from the water side, on the 22d he departed from

A.D. Buena Ventura. On the 27th he anchored in the port
 1795 of St. Diego, in latitude $32^{\circ} 42' 30''$ north, longitude $243^{\circ} 06' 45''$ east. The Spanish commandant behaved with the greatest politeness and friendly attention, ordering every recreation the place afforded, and regretted that the restrictions which he had received only a few days previous to Captain Vancouver's arrival from the governor of Monterey, debarred him the satisfaction of rendering their continuance at St. Diego so pleasant as he could otherwise have wished. The orders were so strict, that he was prohibited from taking on board any thing excepting vegetables, wood, and water. On the 9th of December Captain Vancouver having entrusted his dispatches for Europe to the care of the Spanish commandant, sailed from St. Diego. On the 14th having reached the 30th degree of north latitude, which was the southern limit of his intended survey of the western coast of North America, he proceeded in company with the Chatham and Dædalus to the Sandwich Islands. The Spaniards have several small settlements on the coast of New Albion, called Presidios, to which are attached missions, or convents of the different religious orders of monks; the northernmost of these is St. Francisco, in latitude $38^{\circ} 40'$ north, established in the year 1778: the mission of St. Clare belongs to it, and was founded in 1775. The next to the southward is Monterey, which has the missions of St. Carlos founded in 1770, Sta. Cruz in 1789, St. Antonio, St. Luis, and Santa Rosa la Purissima. The next is Santa Barbara, with the missions of Buena Ventura, St. Gabriel, St. Juan, founded between the years 1781 and 1784: the last is St. Diego, with the missions of St. Miguel, St. Thomas, El Rosario, and St. Domingo, which is the southernmost, so far as Captain Vancouver visited, is in the 30th degree of north latitude; these were established and founded between the years 1770 and 1790. The number of natives who were said at this period to have embraced the Roman Catholic persuasion, under the discipline of the Franciscan and Dominican orders of missionaries in New Albion, and throughout the peninsula of California, amounted to about twenty thousand, and they were estimated at an eighth or tenth of the whole native population of those countries.

On the 16th of December Captain Vancouver got sight of the island of Guadaloupe, which is composed of high
 naked

naked rocky mountains, about thirteen miles long, in a north and south direction, with two rocky islets. Its latitude $28^{\circ} 54'$ north, longitude $24^{\circ} 38'$. A.D. 1795

On the 9th of January, 1794, they discovered the island of Owhyhee; and on the evening of the 13th anchored in Karakakooa Bay, where they found the Lady Washington American brig, commanded by Mr John Kendrick. Captain Vancouver, on his arrival, found Tamaahmaah, the king, with the natives in general, highly rejoiced at his return. A proper place was fixed upon for erecting the tents, and all possible assistance given him for the refitting the vessels. Having frequently expressed a desire to be present at the religious ceremony of the Taboo, Captain Vancouver was informed by Tamaahmaah that a very strict one was to take place over all the island; and that he had obtained the consent of the priests for him to be present, provided he would, during the continuance of the interdiction, attend to all the restrictions which their religion demanded. To this condition he readily promised to comply: after which he was with some degree of formality visited by several of the principals of their religious order, one of whom was distinguished by the appellation of Eahooa no Tamaahmaah, meaning the God of Tamaahmaah. So little was thieving considered a crime amongst these people, that this very priest, who had been a constant attendant at the tents, was detected in stealing a knife, for which offence he was excluded from the precincts of the encampment.

The restraints imposed at the ceremony, consisted chiefly in four particulars; first, a total seclusion from the company of women; secondly, partaking of no food but such as was previously consecrated; thirdly, being confined to the land, and not being afloat, or wet with sea water; and fourthly, not receiving, or even touching the most trivial article from any one who had not attended the ceremonies at the morai.

These restrictions were considered necessary to be observed by the whole party who were resident on shore; and about sun-set they attended the summons of the king at the morai, who was there officiating as high priest, attended by some of the principal residents of their religious orders, chanting an invocation to the setting sun. This was the commencement of these sacred rites; their prayers seemed to have some regularity and form; and they did not omit

A.D. 1795 to pray for the welfare of his Britannic Majesty, and for Captain Vancouver and his party a safe and happy return to their native country. A certain degree of order was perceptible throughout these ceremonies, accompanied by many superstitions and mysterious formalities; amongst which, a very principal one was performed about the dawn of day. At this time the most profound silence was required of every creature within hearing of this sacred place. The king then repeated a prayer in a low tone of voice with the greatest solemnity, and in the middle of it he took up a live pig tied by the legs, and with one effort dashed it to death against the ground; an operation which must be performed without the smallest interruption or cry from the victim; or without the prevailing silence being broken by any noise whatsoever, though of the most trivial kind. This part of the service is supposed to announce their being on terms of friendship with the Gods, on which the further ceremonies were carried into execution. A number of hogs, plantains, and cocoa-nuts, were then consecrated for the principal chiefs and priests; the more common productions, such as fish, turtle, fowls, dogs, and the several esculent roots, that compose their food during the intervals between these more sacred Taboos, were not now served up. The intermediate day and the second night were passed in prayer, during which our countrymen found no difficulty in complying with the prescribed regulations; and soon after sunrise on the third morning they were absolved from any further attention to their sacred injunctions.

Tamaahmaah, and the principal chiefs became so strongly attached to the British, that they were resolved to cede the island of Owhyhee to his Britannic Majesty; for this purpose the king issued his royal mandate, to convene all the principal chiefs at Karakakooa. This did not fail to bring together at the spot an assemblage of several thousand of the natives, who spent the day in various kind of amusements, or in bartering away the merchandize they had brought, to exchange for European commodities. The evenings were either closed by singing or dancing, and the nights were as quiet as the most orderly towns in Europe; though it was a late hour most commonly before they retired to rest. The space between sun set and that time was employed by some parties in social conversation, and by others at various games of chance; and Captain Vancouver says,

says, he did not observe a single instance in which those were conducted, even by the losers, but with the greatest temper and good humour; and that upon all occasions their eagerness to oblige, and orderly behaviour, could not have been surpassed by the inhabitants of the most civilized country. He gives the following account of one of the evening amusements, at which he attended.

“ This was a performance by a single young woman of the name of Puckhoo, whose person and manners were both very agreeable. Her dress, notwithstanding the heat of the weather, consisted of an immense quantity of thin cloth, which was wound round her waist, and extended as low as her knees. This was plaited in such a manner as to give a pretty effect to the variegated pattern of the cloth, and was otherways disposed with great taste. Her head and neck were decorated with wreaths of black, red, and yellow feathers; but excepting those, she wore no dress from the waist upwards. Her ancles, and nearly half way up her legs, were decorated with several folds of cloth, widening upwards, so that the upper parts extended from the leg at least four inches all round; this was encompassed by a piece of next work, wrought very close, from the meshes of which were hung the small teeth of dogs, giving this part of her dress the appearance of an ornamental funnel. On her wrist she wore bracelets made of the tusks of the largest hogs. These were highly polished, and fixed close together in a ring, the concave side of the tusks being outwards, and their ends reduced to a uniform length, curving naturally each way from the center, were by no means destitute of ornamental effect.

“ Thus equipped, her appearance on the stage, before she uttered a single word, excited considerable applause from the numerous spectators, who observed the greatest good order and decorum. In her performance, which was in the open air, she was accompanied by two men, who were seated on the ground in the character of musicians. Their instruments were both alike, and were made of the outside or shells of large gourds, open at the top; the lower ends ground perfectly flat, and as thin as possible, without endangering their splitting. These were struck on the ground, covered with a small quantity of dried grass; and in the interval between each stroke, they beat with their hands and fingers on the sides of these instruments to

A.D. 1795 accompany their vocal exertions, which, with the various motions of their hands and body, and the vivacity of their countenances, plainly demonstrated the interest they had, not only in excelling their own parts, but also in the applause which the lady acquired by her performance, advancing or retreating from the musicians a few short steps in various directions, as the nature of the subject, and the numerous gestures and motions of her person demanded. Her speech, or poem, was first began in a slow, and somewhat solemn manner, and gradually became energetic, probably as the subject matter became more interesting, until at length, like a true actress, the liveliness of her imagination produced a vociferous oration, accompanied by violent emotions. These were received with shouts of great applause; and although we were not sufficiently acquainted with the language to comprehend the subject, yet we could not help being pleased in a high degree with the performance. The music and singing was by no means discordant or unpleasing; many of the actions seemed to be well adapted, and the attitudes exhibited both taste and elegance. The satisfaction we derived at this public entertainment, was greatly increased by the respectful reception we met with from all parties, as well performers as spectators, who appeared to be infinitely more delighted by our plaudits, than by the liberal donations which we made on the occasion."

At another time Captain Vancouver and his party attended one of their evening amusements of a more splendid nature, in which some ladies of consequence, attendants on the court of Tamahmaah, were the principal performers. It is thus related by Captain Vancouver: "About four o'clock we were informed it was time to attend the royal dames; their theatre, or rather place of exhibition, was about a mile to the southward of our tents; in a small square, surrounded by houses and sheltered by trees; a situation as well chosen for the performance, as for the accommodation of the spectators, who, on a moderate computation, could not be estimated at less than four thousand, of all ranks and descriptions of persons.

"A difference in point of dress had been observed in the audience at the former entertainment; but on this occasion every one shone forth in the best apparel that could be procured; those who had been successful in their commercial transactions with us, did not fail to appear in the best attire they

they had procured; and such as were destitute of European articles, had exerted their genius to substitute the manufacture and productions of their own country in the most fashionable and advantageous manner. Feathered ruffs, or gartering tape in wreathes, adorned the ladies heads, and were also worn as necklaces; red cloth, printed linen, or that of their own manufacture, constituted the lower garment, which extended from the waist to the knees. The men likewise had put on their best macos; so that the whole presented a very gay and lively spectacle.

“ On our arrival, some of our friends were pleased to be a little jocular with our appearance at so unfashionable an hour, having come much too early for the representation; but as we were admitted into the green room amongst the performers, our time was not unpleasantly engaged. The dress of the actresses was something like that worn by Puckoo, though made of superior materials, and disposed with more taste and elegance. A very considerable quantity of their finest cloth was prepared for the occasion; of this their lower garment was formed, which extended from their waist half way down their legs, and was so plaited as to appear very much like a hoop petticoat. This seemed the most difficult part of their dress to adjust; for Tamaah-maah, who was considered to be a profound critic, was frequently appealed to by the women, and his directions were implicitly followed in many little alterations. Instead of the ornaments of cloth and net-work, decorated with dog's teeth, these ladies had each a green wreath made of a kind of bind weed, twisted together in different parts like a rope, which was wound round from the ankle, nearly to the lower part of their petticoat. On their wrists they wore no bracelets, nor other ornaments; but across their necks and shoulders were green sashes, very nicely made, with the broad leaves of the tee, a plant that produces a very luscious sweet root, the size of a yam. This part of their dress was put on the last by each of the actresses; and the party being now fully attired, the king and queen, who had been present the whole time of their dressing, were obliged to withdraw, greatly to the mortification of the latter, who would gladly have taken her part as a performer, in which she was reputed to excel very highly. But the royal pair were compelled to retire, even from the exhibition, as they are prohibited by law from attending such amusements, ex-

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A. D. cepting on the festival of the new year. Indeed, the per-
1795 formance of this day was contrary to the established rules of the island; but being intended as a compliment to us, the innovation was admitted.

“ As their majesties withdrew, the ladies of rank, and the principal chiefs, began to make their appearance.

“ The reception of the former by the multitude was marked by a degree of respect that I had not before seen amongst any inhabitants of the countries in the Pacific ocean. The audience assembled at this time were standing in rows, from fifteen to twenty feet deep, so close as to touch each other; but these ladies no sooner approached their rear, in any accidental direction, than a passage was instantly made for them and their attendants to pass through in the most commodious manner to their respective stations, where they seated themselves on the ground, which was covered with mats in the most advantageous situation for seeing and hearing the performers. Most of these ladies were of a corpulent form, which, assisted by their stately gait, the dignity with which they moved, and the number of their pages, who followed with fans to court the refreshing breeze, or with fly-flaps to disperse the offending insects, announced their consequence as the wives, daughters, sisters, or other near relations of the principal chiefs, who, however, experienced no such marks of respect or attention themselves, being obliged to make their way through the spectators in the best manner they were able.

“ The time devoted to the decoration of the actresses, extended beyond the limits of the quiet patience of the audience, who exclaimed two or three times, from all quarters, ‘ hoorah, hoorah, paaliealee,’ signifying that it would be dark and black night before performance would begin. But the audience here, like similar ones in other countries, attending with a pre-disposition to be pleased, was in good humour, and was easily appeased by the address of our faithful and devoted friend Trywhookee, who was the conductor of the ceremonies, and sole manager on this occasion. He came forward, and apologized, by a speech that produced a general laugh; and causing the music to begin, we heard no further murmurs.

“ The band consisted of five men, all standing up, each with a highly polished wooden spear in the left, and a small piece of the same material, equally well finished, in the
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the right hand; with this they beat on the spear, as an accompaniment to their own voices, in songs, that varied both as to time and measure, especially the latter; yet their voices, and the sounds produced from their rude instruments, which differed, according to the place on which the tapering spear was struck, appeared to accord very well. Having engaged us a short time in this vocal performance, the court ladies made their appearance, and were received with shouts of the greatest applause. The musicians retired a few paces, and the actresses took their stations before them.

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“ The heroine of the piece, which consisted of four parts or acts, had once shared the affections and embraces of Tamaahmaah, but was now married to an inferior chief, whose occupation in the household was that of the charge of the king's apparel. This lady was distinguished by a green wreath round the crown of the head: next to her was the captive daughter of Titeeree; the third, a younger sister to the queen, the wife of Crymamahoo, who being of the most exalted rank, stood in the middle. On each side of these were two of inferior quality, making in all seven actresses. They drew themselves up in a line fronting that side of the square that was occupied by the ladies of quality and the chiefs. These were completely detached from the populace, not by any partition, but as it were by the respectful consent of the lower orders of the assembly; not one of which trespassed, or produced the least inaccommodation.

“ This representation, like that before attempted to be described, was a compound of speaking and singing; the subject of which was enforced by appropriate gestures and actions. The piece was in honor of a captive princess, whose name was Crycowculleneaw; and on her name being pronounced, every one present, men as well as women, who wore any ornaments above their waist, were obliged to take them off, though the captive lady was at least sixty miles distant. This mark of respect was unobserved by the actresses whilst engaged in the performance; but the instant any one sat down, or at the close of the act, they were also obliged to comply with this mysterious ceremony.

“ The variety of attitudes into which these women threw themselves, with the rapidity of their action, resembled

A.D. 1795 seemed no amusement in any other part of the world within my knowledge, by a comparison with which I might be enabled to convey some idea of the stage effect thus produced; particularly in the three first parts, in which there appeared much correspondence and harmony between the tone of their voices, and the display of their limbs. One or two of the performers being not quite so perfect as the rest, afforded us an opportunity of exercising our judgment by comparison; and it must be confessed, that the ladies who most excelled, exhibited a degree of graceful action, for the attainment of which it is difficult to account.

“ In each of these first parts the songs, attitudes, and actions, appeared to me of greater variety than I had before noticed amongst the people of the great South Sea nation, on any former occasion. The whole, though I am unequal to its description, was supported with a wonderful degree of spirit and vivacity: so much indeed that some of their exertions were made with such a degree of agitating violence as seemed to carry the performers beyond what their strength was able to sustain; and had the performance finished with the third act, we should have retired from their theatre with a much higher idea of the moral tendency of their drama, than was conveyed by the offensive, libidinous scene, exhibited by the ladies in the concluding part. The language of the song, no doubt, corresponded with the obscenity of their actions; which were carried to a degree of extravagance that were calculated to produce nothing but disgust, even to the most licentious.

“ This hoorah occupied about an hour, and concluded with the descending sun, it being contrary to law that such representations should be continued after that time of day. The spectators instantly retired in the most orderly manner, and dispersed in the greatest good humour; apparently highly delighted with the entertainment they had received. But as the gratification I had promised on this occasion required the absence of light, and could not be exhibited to advantage until a late hour, the multitude were permitted to re-assemble in our neighbourhood soon afterwards for this purpose.”

“ The time was now arrived when the island of Owhyhee was to be ceded in form to his Britannic Majesty. On the 25th of February, 1794, in the forenoon, the king and queen accompanied by Terreemyhee, the king's brother; Crymamahow,

Crymamahow, half brother to the king, and chief of the district of Amahooa; Thahowmotoo, father to the queen, and chief of the district of Kona; Karakeeroo, chief of the district of Kaow; Tianna, chief of the district of Poona; Tamaahmotoo, chief of the district of Koarra; Trywhookee, half brother to the king, and our most faithful protector and purveyor at the encampment; all assembled on board the Discovery, for the purpose of formally ceding and surrendering the island of Owhyhee to me for his Britannic Majesty, his heirs and successors. There were present on this occasion besides myself, Mr. Puget, and all the officers of the Discovery. A.D. 1795

“Tamaahmaah opened the business in a speech, which he delivered with great moderation and equal firmness: he explained the reasons (already stated) that had induced him to offer the island to the protection of Great Britain; and recounted the numerous advantages that himself, the chiefs, and the people, were likely to derive by the surrender they were about to make. He enumerated the several nations that since Captain Cook's discovery of these islands had occasionally resorted hither, each of which was too powerful for them to resist; and as these visitors had come more frequently to their shores, and their numbers seemed to increase, he considered that the inhabitants would be liable to more ill treatment, and still greater impositions than they had yet endured, unless they could be protected against such wrongs by some one of the civilized powers, with whose people they had become acquainted; that at present they were completely independent, under no sort of engagement whatever, and were free to make choice of that state, which in their opinion was most likely by its attention to their security and interest to answer the purpose for which the proposed surrender was intended. For his own part he did not hesitate to declare the preference he entertained for the king of Great Britain, to whom he was ready to acknowledge his submission; and demanded to know who had any objection to follow his example. This produced an harangue from each of the five chiefs, all of whom had some ideas to offer on this important subject.

The warlike spirit and ambitious views of Kakowmotoo had long taught him to indulge the flattering hope, that on some future day he should be enabled to acquire the sovereignty of Mowee. This prompted him to state in a spirited

A.D. 1795 spirited and manly speech, that on their becoming connected and attached to so powerful a nation, they ought no longer to suffer the indignities which had been offered to their island Owhyhee by the people of Mowee. He also candidly enumerated the offences that Mowee had justly to complain of in return; but as these bore no proportion to her aggressions, he contended that she ought to be chastised, and that when a force for their protection should be obtained from England, the first object of its employment ought to be the conquest of Mowee; after which the care of its government should be intrusted to some respectable chief, whose interest and inclination could be depended upon as being friendly towards Owhyhee.

Karakeeroo, a chief of a very different disposition, content with the station he filled, and the comforts he enjoyed, looked forward with pleasure to the consequences that were likely to result from the adoption of the measure proposed; having no doubt of its tending to their future safety and protection, which had now become highly expedient in some way to effect, and of its being the means of producing a general pacification with their relations and friends, as he termed them on the other islands.

Tianna after agreeing with Kahowmotooo that Mowee ought to be chastised; and with Karakeeroo, in the necessity of Owhyhee being protected; proposed that some person duly authorized for that purpose, should reside on shore by way of guards, and stated that a vessel or two would be requisite to defend them by sea. He very judiciously observed farther, that so great a similarity existed between the people of the four nations, with whom they were already acquainted, but more particularly so between the English and the Americans, that in the event of their present surrender being accepted, and of a vessel being sent out for their protection, they should be doubtful as to the reality of such persons coming from England, unless some of the officers then present, or some of those on board the vessels with whom they were acquainted, and who they were convinced did belong to King George, should return to Owhyhee with the succours required. This appeared to him a measure of so much consequence, that it could not be dispensed with; for otherways, any of the distant nations knowing they had ceded the island to the English government, might send to them ships and men whom they had never before seen, and
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who, by asserting they had come from England, and belonged to King George, would deceive them into an obedience to a people against whom they should afterwards most probably revolt. These were the prominent features in the several speeches made on the occasion, in every one of which their religion, government, and domestic œconomy was noticed; and it was clearly understood, that no interference was to take place in either; that Tamaahmaah, the chiefs and priests, were to continue as usual to officiate with the authority as before in their respective stations, and that no alteration in those particulars was in any degree thought of or intended.

These preliminaries being fully discussed, and thoroughly understood on both sides, the king repeated his former proposition, which was now unanimously approved of, and the whole party declared their consent, by saying, that they were no longer Tanata no Owhyhee, (i. e.) the people of Owhyhee; but Tanata no Britannee, (i. e.) the people of Britain. This was instantly made known to the surrounding crowd in their numerous canoes about the vessels, and the same expressions were cheerfully repeated throughout the attending multitude.

Mr. Puget, accompanied by some of the officers, immediately went on shore; there displayed the British colours, and took possession of the island in his Majesty's name, in conformity to the inclinations and desire of Tamaahmaah and his subjects. On this ceremony being finished, a salute was fired from the vessels, after which the following inscription on copper was deposited in a very conspicuous place at the royal residence.

“ On the 25th of February, 1794, Tamaahmaah, king
 “ of Owhyhee, in council with the principal chiefs of the
 “ island, assembled on board his Britannic Majesty's sloop
 “ Discovery, in Karakakooa bay, and in the presence of
 “ George Vancouver, commander of the said sloop; Lieu-
 “ tenant Peter Puget, commander of his said Majesty's
 “ armed tender the Chatham, and the other officers of the
 “ Discovery; after due consideration, unanimously ceded
 “ the said island of Owhyhee to his Britannic Majesty,
 “ and acknowledged themselves to be subjects of Great
 “ Britain.”

Whilst Captain Vancouver continued at Owhyhee, he assisted an Englishman, by the name of Boid, who had become

A.D. 1795 come a resident on the island, in the construction of a schooner, which he was about to build for his Owhyhean Majesty; and being his first man of war, was to be named the Britannia: her length of keel 36 feet; breadth nine feet and a quarter. On the 9th of February, the *Dædalus* was dispatched to New South Wales; the *Discovery* and *Chatham* being in all respects ready for sea, sailed from Karakakooa bay on the 25th; and on the 3d of March, Captain Vancouver took a final leave of his hospitable friends on this island. Previous to his departure, he gave to Tamaahmaah three bulls; two cows; five rams, and five yews.

The number of strangers of different civilized nations, who appeared to be residents on the island, amounted to eleven; of whom Captain Vancouver gives a most unfavourable account, excepting three, Young, Davis, and Boid, the rest renegadoes, and men devoid of principle. Proceeding on his survey of these islands, on the 10th of March he stopped at Woahoo, and was present at an amusement, of which he gives the following description:

“ On our arrival at the place of exhibition, we found the performers assembled, consisting of a numerous throng, chiefly of women, who were dressed in their various coloured clothes, disposed with a good effect. The entertainment consisted of three parts, and was performed by three different parties, consisting of about two hundred women in each, who ranged themselves in five or six rows, not standing up, nor kneeling, but rather sitting upon their haunches. One man only advanced a few feet before the centre of the front row of the ladies, who seemed to be the hero of the piece, and, like a flugel man, gave time and action to the entertainment. In this situation and posture they exhibited a variety of gestures, almost incredible for the human body so circumstanced to perform. The whole of this numerous group was in such perfect unison of voice and action, that it were impossible, even to the bend of a finger, to have discerned the least variation. Their voices were melodious, and their actions were as innumerable, as, by me, they are undescribable; they exhibited great ease and much elegance, and the whole was executed with a degree of correctness not easily to be imagined. This was particularly striking in one part, where the performance instantly changed

changed from a loud full chorus, and vast agitation in the countenances and gestures of the actors, to the most profound silence and composure; and instead of continuing in their previous erect attitude, all fell down as it were lifeless, and in their fall buried themselves under their garments; conveying, in some measure, the idea of a boisterous ocean becoming suddenly tranquillized by an instant calm. The great diversity of their figured dresses on this occasion had a particularly good effect; the several other parts were conducted with the same correctness and uniformity, but were less easy to describe. There appeared to be much variety and little repetition, not only in the acting of the respective acts, but in the whole of the three parts; the performers in which, could not amount to less than six hundred persons. This hoorah was completely free from the disgusting obscenity exhibited in the former entertainments, which I had before occasion to notice. It was conducted through every part with great life and vivacity; and was, without exception, the most pleasing amusement of the kind we had seen performed in the course of the voyage.

“ This entertainment was stated to be in compliment to the pregnancy of one of the regent’s wives, and that it would frequently be repeated until she was brought to bed; which event was expected to take place in about three months.”

On the 14th of March, 1794, Captain Vancouver having completed his survey of the Sandwich islands, proceeded towards the coast of North West America; the weather during the night being extremely tempestuous, the Chatham parted company. On the 15th May, discovered and ascertained the latitude of Bird island, so called from its numerous winged inhabitants. This solitary rock rising perpendicularly out of the immense ocean, does not exceed a league in circumference: its latitude $23^{\circ}. 6'$; longitude $198^{\circ}. 8'$: it lies about 39 leagues N. W. from Onehaw. Continuing their course to the northward, on the 3d of April land was seen, which, on their nearer approach, appeared to be an island; to it Captain Vancouver gave the name of Tscherihaws island: its latitude $55^{\circ}. 49'$; longitude $205^{\circ}. 4'$. On the 5th, passing near the shore, they were visited by a young man and a girl in a small skin canoe; their familiar and unsuspicious manners clearly indicated that they had been acquainted with some European nation.

A.D. nation. Steering to the northward on the 12th, they entered Cook's inlet. On the 18th, being in latitude 60° , a volcano was seen on the western shore, from the summit of which issued amidst the surrounding mountains of ice and snow, large columns of whitish smoke. A little farther up the river, they were visited by two or three Indians, whose manners were equally civilized with the others they had before seen; they spoke the Russian language, and seemed well acquainted with these people. On the 19th, the Discovery parted her cable, owing to the rapidity of the tide, and the buoy from the same cause sinking, the anchor could never be recovered. Proceeding higher up, she again anchored; and on the 28th, Mr. Whidbey was dispatched with two boats to explore. On the 5th of May, he returned to the ship, and reported to Captain Vancouver, that he could not penetrate further to the northward and westward up one of the arms than the latitude $60^{\circ}. 54'$; longitude $211^{\circ}. 30'$; and in the other to the latitude of $61^{\circ}. 4'$; longitude $209^{\circ}. 37'$; it was from hence determined that this was no longer intitled to the name of a river; Captain Vancouver has therefore distinguished it by the name of Cook's Inlet. Mr. Whidbey during his excursion was visited by several of the natives, and some Russians who had formed a settlement on the coast about four years, he was treated by them and the Indians with the greatest kindness and hospitality. During the absence of the boats, the Discovery was frequently in danger of being forced adrift by the ice, large bodies of which struck her with such violence as to create a considerable degree of alarm lest her bows should be stove in. On the 8th of May the Chatham joined; during her absence nothing very material had occurred. Mr. Puget, her commander, related that he had anchored in a very commodious harbour near Cape Elizabeth at the entrance of the Inlet, to which he gave the name of Port Chatham: its latitude $59^{\circ}. 14'$ north; longitude $209^{\circ}. 04'$ east. He was also informed by two Russians, and some Indians who had come off to the ship, that the former had an establishment in a very fine harbour, to the south-east of Point Banks, where a sloop of their nation was lying, mounting eight guns.

The survey of the upper part of this Inlet being completed, our navigators returned down along the eastern shore, and passed Cape Elizabeth, the south-eastern point of the

the Inlet on the 15th, shaping their course for Prince William's Sound, and proceeding along the western coast of Montague island, anchored on the 26th in Port Chalmers. Whilst the vessels were refitting, Mr. Johnstone and Mr. Whidbey were sent in the boats to explore the shores of Prince William's Sound. On the 11th of June, Mr. Johnstone returned to the ship, having completed the extent of his survey. In a cove on Hinchinbroke island, he found a cross erected, on which was inscribed "Carolus IV. Hispan. Rex. An. 1790. Pr. Dn. Salvador Fidalgo." On the 15th, Mr. Whidbey also returned, having fully accomplished the object of his researches. On the 17th, Captain Vancouver left Port Chalmers, and clearing Prince William's Sound, steered along the shore to the south eastward. It is worthy of remark, that during the time they remained in the Sound, not more than two hundred and eighty-one natives and Russians were seen, including those on the boat excursions, which clearly demonstrates how thinly inhabited these regions are. On the 8th of July, the Discovery anchored in a commodious harbour in Cross Sound, to which Captain Vancouver gave the name of Port Althorp, about three or four leagues from the east entrance of the Sound, the latitude of which is $58^{\circ} 12' N.$ $223^{\circ} 55' E.$ The Chatham joined on the same day, from having explored the coast from Prince William's to Cross Sound, during which time nothing remarkable occurred. On the 10th, Mr. Whidbey was dispatched with two boats to survey the different inlets in Chatham Straits, between King George the Third's Archipelago and Admiralty Island. On the 28th he returned, having prosecuted his survey to within 20 leagues of Cape Division; and on the same day the vessels sailed from Port Althorp, and stood to the south east. On the 1st of August they reached the southern promontory of King George the Third's Archipelago, called Cape Ommeny; and about seven or eight miles on the eastern shore, entered a small cove, where the ships were moored in safety. On the next morning, two boats were sent from each ship, provided with a fortnight's provisions, to examine the shores as yet unexplored. On the 19th they returned, and having with indefatigable zeal and perseverance for the last three years, prosecuted the survey of the coast of North-West America, as far as the instructions given by the Admiralty authorized Captain Vancouver, he

A.D. 1795 on the 22d sailed from the cove; which, as it terminated the extent of their labours, he called Port Conclusion: its latitude $56^{\circ} 15'$ north; longitude $225^{\circ} 37'$ east. The continent, with adjacent islands, from New Georgia northward, to Cape Spence, was taken possession of, in the name of, and for his Britannic Majesty, his heirs and successors. The account given of the appearance of this immense continent, and of the islands adjoining, is not the most favourable: high stupendous mountains, covered with perpetual snow and ice. In some parts near the coast it bears a more hospitable aspect. The natives in general are friendly and inoffensive, especially those seen to the northward; in some instances more to the south they manifested rather an hostile disposition, but this Captain Vancouver attributes more to the ill treatment they have at times received from the visits of civilized strangers than the natural disposition of the Indians. The Russians have many settlements along the coast of N. W. America, which they have established for the convenience of trading with the natives for furs. At Byling's Sound, an English ship-builder, by the name of Shields, with four other of his countrymen, were settled and employed building of vessels to trade on the coast.

Proceeding on to the southward, our navigator anchored on the 2d of September in Friendly Cove, Nootka Sound, where the necessary repairs to be done to the vessels, which were very numerous, being completed by the 5th of October, they again put to sea, and stood to the southward, having stopped at Monterrey to take on board refreshments. On the 2d of December they left it, and pursued their course to the S. W. for the coast of California. On the 16th they made the Marias Islands, which lie in the latitude of $21^{\circ} 28'$ north; longitude $253^{\circ} 34'$ east; the northernmost is situated S. 68; E. at the distance of 64 leagues from Cape St. Lucas. These islands occupy a space of about 14 leagues, and are uninhabited. Captain Vancouver takes notice of a cluster of small rocks, which he saw between Cape Corientes and the Marias; the space they occupy does not exceed the dimensions of a large ship's hull, and steep too; they are situated in the latitude $20^{\circ} 45'$ north; longitude $254^{\circ} 27'$ east; bearing from the nearest land S. 76; W. 6 leagues; and from the southernmost of the Marias S. 36 E. distant 12 or 13 leagues. The situation

situation of these rocks must render them very dangerous to navigators. A.D. 1795

On the 23d of January, 1795, they anchored in a bay on the north east side of the island of Cocos; here they procured wood, water, and cocoa nuts in great abundance. In the western bay a bottle was observed suspended on a tree, containing a note directed to the commander of any vessel that might visit the island, and signed "James Colnett," stating, that the ship *Ratler*, South Whaler, of London, had arrived on the 26th of July, 1793; and after procuring wood, water, and other refreshments, had proceeded on her voyage, all in good health; that previous to her departure, a breed of hogs and goats had been left in the island; and a variety of garden seeds had been sown: but the spot could not be discovered. A young hog was seen by some of the *Discovery's* people, so that it is hoped strangers may hereafter benefit by Captain Colnett's liberality.

The following inscription was also found cut on a rock near the watering place, ill executed and much defaced.

"Look r as' you goe for ye I Coco."

which was considered to purport, "look as you go for the island of Coco."

Captain Vancouver caused to be cut on the same rock the date of their arrival, with the names of the ships.

The extent of this island is not more than four leagues in circuit, about four miles long, and two broad; its latitude $5^{\circ} 35' 12''$ north, longitude $273^{\circ} 5' 34''$ east. The shores abound in excellent fish; besides oceanic birds, were seen hawks, brown and white herons, rails, a kind of black bird, and a few others that inhabited the woods.

On the 27th of January they took their departure from Coco, and directed their course to the southward. On the 24th of March they saw the Andes at the distance of 40 leagues; and the next day anchored in the bay of Valparaiso, on the coast of Chili: whilst at this place, they were treated by the Spaniards with the greatest hospitality and friendly attention: Captain Vancouver, with some of his officers, visited St. Jago, the capital of Chili, where they were received by the Captain General with every mark of politeness and respect. Captain Vancouver gives a most favourable account of this city, which is too extensive for the limits of this work to relate, and has nothing particularly interesting in it.

A.D. 1795 it. On the 6th of May, having completed the necessary repairs of the vessels, and taken leave of their hospitable friends at Valparaíso, they stood to sea; and proceeding to the southward, passed Cape Horn in very tempestuous weather. On the 2d of July the *Discovery* arrived at St. Helena; and on the same day was joined by the *Chatham*, which had parted company about a month before in a heavy gale. Captain Vancouver sailed from hence on the 16th: on the 21st of August he joined the *Sceptre*, and put himself under her convoy: on the 13th of September they arrived in the Shannon, from whence Captain Vancouver proceeded to England, leaving the command of the *Discovery* to Lieutenant Baker. On the 20th of October she arrived in the River Thames, having, in the course of the voyage, which was four years, eight months, and twenty-nine days, lost only six men, five of these were by accidents. The *Chatham* was still more fortunate, not having lost a single man either by disease or accident.

In the month of October, 1793, Lieut. Broughton, who had commanded the *Chatham* tender, and had been sent home from Nootka with dispatches by Captain Vancouver, was appointed to command the *Providence*, a ship fitted out for the purpose of sailing on a voyage of discoveries. Captain Broughton* did not, however, ultimately sail on the prosecution of his voyage until February, 1795.† His in-

* Mr. Broughton was promoted to a Commander January, 1795.

† List of the Officers who served in the *Providence* with Captain W. R. Broughton.

<i>Officers Names.</i>	<i>Rank.</i>	<i>How disposed of afterwards.</i>
W. R. Broughton,	commander,	a post captain
Zachary Mudge,	1st lieutenant,	a post captain
G. T. F. Young,	2d ditto	dead
J. G. Vashon,	3d ditto	{ dismissed the service for the loss of the ship; since reinsta- ted, and promoted in the East Indies to the rank of captain.
William Chapman,	master	
R. Ogilvie,	{ mates	{ lost in the <i>Swift</i> in India
W. Cawley,		{ lieutenant
J. Delahoyde,	{ midshipmen	{ lost in the <i>Swift</i> in India
Hon. A. Jones,		{ lieutenant
Lord P. Stewart,		{ ditto
J. J. Haywood,		{ dead
J. B. Boyd,		
R. Mearing,		{ lost in the <i>Swift</i> sloop in India
R. B. Hopkins.		

structions

structions were to proceed to Nootka Sound, with orders for the restoration of that place by the Spaniards, and to put himself under the command of Captain Vancouver, should he not have quitted that country; in which case he was to follow up his instructions, of which Mr. Broughton was furnished with a copy, on the supposition that the *Discovery* and *Chatham* were unequal to the execution of them. A.D.
1795

The season being too far advanced for Captain Broughton to make his passage round Cape Horn, he touched at Teneriffe and Rio Janiero; made Gough's island, the longitude of which he ascertained, and found its situation differed 10° to what it is erroneously laid down. After which he searched for the islands of Denia and Masfeyren, off the Cape of Good Hope; then steering in the parallel of 44° south, made Van Dieman's Land. In August, the *Providence*, after encountering very tempestuous weather, put into Port Stephens, and afterwards Port Jackson, in New South Wales. From thence Captain Broughton sailed again in October; passed to the northward of New Zealand; visited Otaheite for a few days; and then shaped his course for the Sandwich Islands, where he arrived on the 1st of January, 1796: here he learnt from a vessel (which had sailed from England the same time with himself, and had made her passage round Cape Horn in most dreadful weather; and after beating five months between Staten Land and Valparaiso, into which latter place she put,) that Captain Vancouver had sailed for England.

In the March following, Captain Broughton arrived at Nootka Sound, and found the Spaniards had entirely evacuated it. The ship requiring much repair, she was here hove down, and did not sail until May: proceeding along the coast of N. W. America, he stopped in the bay of Monterrey, and then steered for the Sandwich Islands; from thence across the Northern Pacific Ocean, to the Japanese and Kurile Islands, which had been hitherto but little known; he continued surveying amongst these islands September, October, and November; and in December he arrived at China.

So soon as the monsoon permitted, (on the 1st of April, 1797) he sailed to prosecute the object of his researches, in company with a schooner of about 80 tons, which he had purchased as a tender. Whilst employed on this service, in the night of the 17th of May, the ship struck upon a reef

A.D. 1795 of rocks, and was totally lost off some islands distinguished in the charts by the name of Tay-pin-fan, situated in latitude 25° north, and 125° east longitude, about 100 leagues from the east part of Formosa. The crew, consisting of 112 souls, were fortunately saved, and arrived in the tender at China on the 4th of June. The crew was here distributed on board the Swift sloop of war, (which was afterwards lost, and the whole perished,) and the East-India ships, in order to take their passage to England. Captain Broughton reserved 35 officers and men to accompany him in the schooner, being determined to pursue and finish the survey which he had begun; he accordingly sailed in the course of the month for that purpose, having on board five months provisions.

Compleating his survey amongst the islands, and the east coast of Asia, he sailed for India; and having joined Admiral Rainier at Trincomalé, was tried by a court-martial for the loss of the Providence, and acquitted.

Captain Broughton* took his passage in the Ganges East-Indiaman, and arrived in England, February, 1799.

MEDITERRANEAN.

His Majesty's fleet on this station was commanded by Admiral Hotham,† who was chiefly employed in blocking up that of the enemy in Toulon, and in the protection of Corsica. On the 25th of February the admiral was obliged to put into Leghorn to refit, leaving out frigates to watch the enemy's motions, and to give him the earliest intelligence, should they put to sea.

On the 16th of January, whilst the fleet was lying in St. Fiorenzo Bay, after a gale of wind, which occasioned a heavy swell to tumble in, by some indiscretion of the officers of the Berwick, whose rigging required to be set up, and not having secured the masts sufficiently, she rolled so violently, that they all fell over the side. Captain Smith, Mr. Bullock, the first lieutenant, and Mr. Bradley, the master, were tried for this neglect by a court-martial, and all sentenced to be dismissed the ship.

On the 8th of March the admiral received an express from Genoa, that the French fleet, consisting of fifteen sail

* Captain Broughton was advanced to the rank of a post captain January 28, 1797.

† Appendix, Chap. II. No. 299.

of the line and three frigates, had been seen two days before off the isle of Marguerite; this intelligence corresponded with a signal made from the Mozelle, then in the Offing, for a fleet in the north west quarter. A.D. 1795

The admiral immediately ordered the fleet to be unmoored; and at day-break the following morning put to sea with a strong breeze from the east north east. Having previously received information by the Mozelle, that the fleet she had seen was steering to the southward, he shaped his course for Corsica, lest their destination should be against that island; and dispatched the Tarleton brig with orders for the Berwick, at St. Fiorenzo, to join him off Cape Corse; but, in the course of the night, the Tarleton returned with the unwelcome news, that the Berwick had been captured two days before by the enemy's fleet, after a most spirited and gallant resistance, in which Captain Littlejohn, with many of his crew were killed.

Although the French ships were seen daily by the British advanced frigates, the two squadrons did not get sight of each other till the 12th, when that of the enemy was discovered to windward.

On the morning of the 13th, the enemy being still in that direction, without apparent intention of coming down, Admiral Hotham made the signal for a general chase; and the wind blowing very fresh, one of the French line of battle ships was discovered without her top masts, which afforded to Captain Freemantle, in the Inconstant frigate, (who was far advanced in the chase,) an opportunity of shewing a good proof of British enterprize, by his attacking, raking, and harrassing her until the Agamemnon came up, when he was most ably seconded by Captain Nelson, who did her so much damage, as to disable her from putting herself to rights. These ships were by this time so far distant from their own fleet, that they were obliged to quit her, as others of the enemy's ships were coming up to her assistance, one of which soon afterwards took her in tow.

At day light on the morning of the 14th, Admiral Hotham observed the enemy's disabled ship, with the one that had her in tow, to be so far to leeward, and separated from their own squadron, as to afford a probable chance of cutting them off.

For this purpose every possible exertion was made; which

A.D. which reduced the French to the alternative of abandoning
1795 those ships, or coming to battle.

Though the latter did not appear to be their choice, yet they came down with a view of supporting them; but the Captain and Bedford were so far advanced, and so closely supported by the other ships of the British van, as to effectually cut them off.

The conflict ended in the enemy's abandoning their ships, and firing upon the British line as they passed on the contrary tack with a light air of wind.

The ships taken proved to be the *Ca Ira*, (formerly the *Couronne*) of 80 guns, and the *Censeur* of 74.

The French fleet had on board a large body of troops; and from the obstinate defence made by these ships, above three or four hundred men were killed and wounded.

The loss sustained by the British amounted to 75 killed, and 280 wounded.*

The van ships of the British fleet had suffered so much in the action, particularly the *Illustrious* and *Courageux*, having each lost their main and mizen masts, that Admiral Hotham was not able to renew the engagement.

The *Illustrious* was taken in tow by the frigate, but afterwards separated in a gale of wind, and was lost near Avenza; the crew, and part of her stores were saved.

French Account of the Action in the Mediterranean.

Extract from L'Observateur de L'Europe Paper, of 12th Germinal, (April 1, 1795.)

The following are some details that have been received from our Toulon Fleet since it sailed on the 10th Ventose (28th February).

They first fell in with the *Warwick* (supposed to be the *Berwick*) of 74 guns, which was returning from St. Fiorenzo, in Corsica, where she had been to repair some damages, and which took our fleet for the English. She fought three of our frigates for some time, but a line of battle ship approaching her, and soon after our fleet coming in sight, she struck her colours. After this our fleet met with a gale of wind, which did some damage; two of our line of battle ships ran on board each other, and carried away their top masts, which threw them a good deal

* Appendix, Chap. II. No 300.

a-stern. The same gale of wind separated the Sans Culottes of 120 guns, on board which was the representative La Tourneur, but he got out into a frigate. The admiral sent a frigate and a line of battle ship to look after these two ships a-stern, and to bring them into the body of the fleet; but either from disaffection, or some other cause, this order was not executed.

A.D.
1795

It was in this state, that, on the 21st (11th of March), in the morning, the English fleet hove in sight, consisting of sixteen sail of the line, of which two were Neapolitans. The English manœuvred to cut off these two ships, and succeeded but too well. Our admiral made a signal to the ships a-head to pass between the English fleet and the two ships, but a calm, and still more, the ignorance of the captains, prevented the execution of this order, and the van passed to windward.

During this time our two ships sustained a bloody combat with the English fleet. Our Squadron made some efforts to succour them: some of our vessels a-head were even engaged with a part of the English, but the result has been the abandoning of the two vessels, which have been taken by the enemy. Their names are La Ca Ira, of 84, and the Censeur, of 74 guns.

At the departure of the Courier, the remainder of the Squadron, composed of ten sail of the line, still kept the sea; but the Sans Culottes had not rejoined, and it was feared she had fallen into the hands of the enemy.

THE FRENCH GENERAL LAHARPE TO JOSEPH ALMAGO, CAPTAIN OF THE NEAPOLITAN FRIGATE THE MINERVA, IN THE ROAD OF LEGHORN.

*“ On board the Sans Culotte, at Genoa, the
“ first of Germinal, in the Third Year of
“ the Republic.*

“ LIBERTY!—Perish the Tyrants and their Slaves—
EQUALITY.

“ I have received, Sir, a copy of the letter which you have written to the Neapolitan Consul at Leghorn, dated March 18th, and recognized in it the bravado and dastardy of your nation.

“ Bravado, because it contains false statements, speaking of a battle gained by the slaves of A—lb—n and Naples, while they required five of their large ships, to combat

A.D. bat two of ours, and while out of their five, four have
1795 been as badly treated as our two.

“ Dastardly, because I have known it ever since the siege of Toulon, and your troops are so despicable to my sight, that were I to fall in at the head of a Republican detachment with a corps of your countrymen, I would regret wasting powder and ball to kill them, and order them to be knocked on the head with the butt end of the musket.

“ A freeman who abhors slavery, tells the slaves what he thinks, and what he would do.

“ In consequence, I declare to you, that if I ever fall in with you, I will compel you to own, that what I think of your nation is real truth, and that none but a coxcomb can send in such an account as yours.

(Signed) “ The Republican General LAHARPE.”

The Dido, of 28 guns, and 200 men, commanded by Captain George H. Towry; and Lowestoffe, of 32 guns, and 220 men, commanded by Captain W. Gambier Middleton, on their way to reconnoitre off the Hieres Islands; at day light on the morning of the 24th of June, discovered and chased two French frigates, which, after some manœuvring, stood down towards them. At a quarter before nine, Captain Towry commenced a close action with the headmost of the enemy's ships, which falling twice on board the Dido, at an early period was much disabled from the loss of her bowsprit, fore-mast, and main-top mast. The Dido's mizen mast being also shot away, and her fore and main top sails rendered useless, she would no longer keep to. At this time the Lowestoffe opened a well directed fire; the enemy's second frigate coming up, passed and exchanged opposite broadsides, and then tacked. Captain Towry fearing she might stand to the assistance of the dismasted ship, ordered the Lowestoffe in chase; upon which she made sail, and escaped by her superior sailing, leaving her friend to be raked in a very judicious manner, on the return of the Lowestoffe, to whose fire La Minerve, of 42 guns, 18 pounders on the main deck, and 330 men, surrendered about noon. Her companion was L'Artemise, of 30 guns. The loss sustained by the British frigates was, on board the Dido, the boatswain and five seamen killed; Mr. Richard Buckol, first lieutenant; Mr. Richard Wilson, clerk; and 13 wounded.

On

On board the *Lowestoffe*, three seamen wounded. La Minerve was added to the navy, and Captain Towry appointed to command her. A.D. 1795

On the 4th of July Admiral Hotham, whilst refitting the fleet in St. Fiorenzo Bay, dispatched Captain Nelson, in the *Agamemnon*, with the *Meleager*, *Ariadne*, *Moselle*, and *Mutine* cutter, with orders to call at Genoa, and take with him the *Inconstant* and *Southampton* frigates, if, from the intelligence he might obtain there, he should find it necessary.

On the morning of the 7th, the admiral was much surprised to learn that the above squadron was seen in the Offing returning into port, pursued by the French fleet, which he had reason to suppose were certainly at Toulon.

Immediately on the enemy's appearance, every preparation was made to put to sea after them; and notwithstanding the ships were in the midst of watering and refitting, by the zeal and extraordinary exertions of the officers and men, the admiral was enabled to get the whole fleet under weigh with the land wind that night. The enemy having stood to sea, were neither seen or heard of till the 12th, when Admiral Hotham learnt that they had been seen to the northward of the Hieres islands, which were then in sight from the fleet. At day break on the 13th they were discovered to leeward of the British, on the starboard tack, consisting of seventeen sail of the line and three frigates, the wind blowing strong from the W. N. W. attended with a heavy swell.*

Admiral Hotham formed the fleet with all possible expedition, on the larboard line of bearing, carrying sail to preserve that order, and keep the wind of the enemy, in hopes to cut them off from the land, which was only five leagues distant.

It appearing evidently to be their object to avoid a battle; at eight o'clock the signal was made for a general chase, and to engage the enemy as the ships should arrive up with them in succession; but the wind at this time dying away, attended by frequent calms, prevented the van ships from getting up with the enemy's rear till about noon, which they attacked so warmly, that in the course of an hour after, one of their sternmost ships, *L'Alcide*, of 74 guns,

* Appendix, Chap. II. No. 301.

struck.

A.D. struck. The rest of their fleet, by a favourable shift of
1795 wind, had got so far into Frejus bay, whilst the greater part of the British were becalmed in the Offing, that it became impossible for any thing further to be effected.

Before L'Alcide was taken possession of, she caught fire in the fore top, the flames spread with such rapidity, that the whole ship was soon in a blaze; several boats from the fleet were dispatched as quickly as possible to rescue as many of her people as they could save, 300 of whom were in consequence preserved, when she blew up with a tremendous explosion; by this dreadful accident between 300 and 400 people are supposed to have perished.

The loss sustained by the British ships amounted to 10 killed, and 24 wounded.

French Account of the Action in the Mediterranean.

In the Sitting of the Convention of 6th Thermidor, July 24,

Defermont, in the name of the Committee of Public Safety, read the following Letter from the Representative Niou, on mission with the French fleet;

“CITIZENS COLLEAGUES,

“The following are the details of what occurred yesterday:

“At half after two o'clock in the morning, we were about three leagues to the south of the Isle of Levant, one of the islands of Hieres; we learnt by the Jupiter man of war, that the English squadron was chasing it, and we saw them: they were about a league distance. The terrible wind of yesterday had forced the French ships to keep at a great distance from each other. Notwithstanding this, we formed our line of battle as quick as circumstances permitted. The admiral ordered the ships to form the line, without any order of rank, as quick as possible; at the same time the enemy's van appeared. The English fleet consisted of twenty-three ships of the line and eight frigates: ours consisted of only seventeen ships of the line and six frigates.

“The instructions which you have given us, not to expose the forces of the Republic entrusted to us, determined us to retreat into the Gulph of Frejus, or into that of Juan, for the wind blew from the Isles of Hieres. The wind had much abated, though there was still a good breeze; but at
last

last we were overtaken by a calm about three leagues off land. The enemy took the advantage of the breeze, and his van approached very near our rear: our ships being ungovernable, there was a little confusion. The enemy remaining likewise in the calm, were also in some disorder; but notwithstanding this, with the little wind which remained to them, they endeavoured to cut off our rear. Our situation was very critical, for our center was in a position in which it was impossible to make any movement. The engagement began; the French fired first, and several of the enemy's ships, one of which, a three-decker, received great damage: she lost her main-mast as soon as she advanced, yet she still continued firing. This movement permitted our rear to take advantage of a slight breeze, which although very small, gave them also an opportunity of forming the line.

"The admiral then perceiving that the Alcide having suffered much in her masts and rigging, could not follow the other ships, ordered the frigates the Justice and the Alceste to take her in tow, making at the same time a signal to the other ships near her to give her succours; he was even going to order the van, and that part of the ships which hitherto were rendered inactive by the calm, and were just set in motion by a slight breeze (at the risk even of coming to a general engagement, for the whole English fleet was approaching), to come to the assistance of the Alcide; but in the moment when this order was given, the Alcide was seen on fire. The body of the vessel, her masts, and sails, were soon consumed to ashes. At that time all the ships which were in her proximity, friend as well as enemy, began to withdraw; and in half an hour afterwards she blew up.

"There is reason to think she had caught fire by accident; for it had been observed that the first column of fire perceived came from the interior.

"A slight cannonading took place between the rear ships of the French fleet and those of the English van; but the enemy soon sheered off, and our fleet continuing sailing, came to anchor at eight in the evening in the Gulph of Frejus, where we are at present.

"The result of this engagement, to which we were forced, was the loss of a vessel, which an accident has destroyed.

"But

A. D. 1795 " But it is not less true, that several of the enemy's ships have been so ill treated, that they were obliged to be towed off; and thus a fleet of seventeen ships has made a stand against one of twenty-three, five of which were three deckers, and had the advantage of the wind, but without being able to stop us in our course.

" I ought not to pass in silence over the glorious conduct of the captain of the *Alceste*, who passed through the middle of the enemy's fire, in order to take the *Alcide* in tow, and did not quit that ship until he saw her on fire. The captain of the frigate *La Justice*, deserves also great praise: not being able to come near the *Alceste*, he fought a running fight against an enemy's ship of the line, with seeming advantage, in retreating.

" If the wind had not entirely abandoned us, the French fleet would have entered into port without any accident, for our fleet manœuvred infinitely better than the English; and notwithstanding some ships are damaged, we shall enter into the port of Toulon as soon as we shall be able to do it without danger.

" I shall to-morrow have an exact account of our situation.

" I assure you, Citizens, that I have neglected nothing in order to fulfil your views: the admiral and myself thought it better not to commence an engagement against so excessively superior a force; and that it was much preferable to effect a glorious retreat, without which our fleet would have been reduced to nullity during the present campaign; instead of which, in a little time, we shall be at sea again. Upwards of two-thirds of our ships had no opportunity of engaging, and are ready to execute whatever you shall please to order for the service of the Republic.

(Signed) " NIOU."

" Representative of the People with the Mediterranean Fleet.

" In the Road of Frejus, Messidor 6th."

After the action, Admiral Hotham sailed with the fleet to St. Fiorenzo, in order to repair the damage which some of the ships had received, and from thence to Leghorn.

Early in September he again proceeded to cruize before Toulon, in which port the French fleet had again arrived. On the 20th, the admiral learnt by a cartel ship, that on the 14th, the enemy had availed himself of the British fleet having stood a considerable distance to sea, to slip out with
fix

six sail of the line and two frigates, under the command of M. Richery. A.D. 1795

A dangerous mutiny having broke out on board the Terrible, while cruising on this station, the admiral returned to St. Fiorenzo to bring the mutineers to a court-martial; four of whom were sentenced to suffer death, and executed.

Early in October, Rear Admiral Mann was detached with six sail of the line and a frigate, in quest of M. Richery. At the same time Vice Admiral Hotham sailed with the remainder of the fleet to Leghorn.

On the 26th of August, the boats of the squadron under Captain Nelson, cut out of the bays of Alaffio and Longuelia, places in the vicinity of Vado, in the possession of the French armies, nine vessels laden with provisions, and destroyed two others, without the loss of a man. Captain Nelson would have landed and destroyed the magazines of stores and provisions, but that the enemy had above 2000 troops in the town *.

NORTH AMERICA.

Rear Admiral George Murray commanded his Majesty's squadron on this station, whose cruisers were actively employed against the enemy, and in the protection of the trade†.

In January, the Argonaut of 64 guns, Captain Alexander Ball, and the Lynx of 14 guns, Captain Penrose, captured L'Esperance, French national corvette, of 12 guns and 80 men. She was taken into the service.

The Thetis of 38 guns, commanded by the Honorable Captain Alexander Cochrane, and Huffar of 28 guns, Captain J. P. Beresford, being on a cruise off the Chesapeak, to intercept three French store-ships, then lying in Hamp-

* Ships.	Guns.	Commanders.
Agamemnon,	64	Capt. Horatio Nelson,
Inconstant,	36	T. F. Freemantle,
Meleager,	32	Geo. Cockburn,
Southampton,	32	W. Shield,
Tartar,	28	Hon. Cha. Elphinstone,
Ariadne,	20	Rob. Plampin.

Vessels taken and destroyed.

La Resolue (ship) 10 guns, 4 swivels, 87 men; La Republic, 6 guns, 49 men; La Constitution (galley) 1 gun, 4 swivels, 30 men; La Vigilante (galley) 1 gun, 4 swivels, 29 men; 7 merchant vessels.

† App. Chap. II. No. 302.

ton

A.D. 1795 ton Road ready for sea; at day-break, on the morning of the 17th of May, discovered five sail of ships standing to the N. W. which Captain Cochrane soon perceived to be of force. On their observing the British frigates in chase, they formed the line of battle a-head, and waited to receive them. At nine o'clock, Captain Cochrane ordered the *Hussar*, by signal, to engage the second ship of the enemy's van, intending himself to attack the centre ship, which appeared the largest, with the two others that formed the rear.

At half past ten, the enemy hoisted their colours, the second ship from the van carrying a broad pendant. By this time they had got within half musquet shot, when the French ships opened their fire, which was soon returned, and a close action ensued. Before eleven, the *Hussar* compelled the commodore, and his second a-head, to quit the line, and make sail. The fire of both ships then fell on the centre ship, and those in the rear, which, at a quarter before twelve, struck their colours. The two in the rear attempted notwithstanding to make off, one of which was soon brought to by the *Hussar*. She proved to be *La Raison* of 18 guns, pierced for 24. The other taken possession of by the *Thetis*, was *La Prevoyante*, pierced for 46 guns, but only 24 mounted. These ships, with the other three which escaped, were from Guadaloupe, bound to a port in America, to load with naval stores and provisions for France.

The *Thetis* had eight men killed and nine wounded. The *Hussar* only two wounded.

The *Prevoyante* and *Raison* were purchased by government, and added to the navy.

This year a treaty of amity, commerce, and navigation, was ratified between Great Britain and the United States of America.

The principal articles which relate to navigation and commerce are, ascertaining the extent of the Mississippi to the northward, the trade of which is to be entirely free.

Indemnification to be mutually made by each government, whose citizens have suffered by irregular and illegal captures.

A perfect liberty of navigation and commerce between the two countries.

The citizens of the United States to carry the produce of their

their country to the West Indies, in vessels of not more than 70 tons burthen; and to carry the produce of those islands only to the territories of the United States. A.D. 1795

American vessels to be admitted into the British ports in the East Indies, but not to carry on the coasting trade in India.

No higher duties to be paid by the ships or merchandize in the ports of either party, than those paid by other nations.

Vessels captured, or detained on suspicion of having enemy's property on board, are to be suffered to proceed to sea, after having taken out such property alone.

Pirates not to be received into the harbours of either party.

The privateers of nations at enmity with either of the two powers, shall not arm their ships in the respective ports of the two powers, or sell what they have taken.

The ships of war of either party, to carry the vessels and goods taken from their enemies, whithersoever they please.

NEWFOUNDLAND.

Rear Admiral Sir James Wallace still commanded on this station, where nothing of any importance occurred. The fisheries and trade received every protection and encouragement; for which Sir James Wallace received the public thanks of the merchants and traders.*

LEEWARD ISLANDS.

Vice Admiral Caldwell commanded his Majesty's fleet on this station till the month of June, when Vice Admiral Sir John Laforey arrived, and took the command. Admiral Caldwell returned to England in the *Blanche* frigate, Captain Charles Sawyer.

The seas swarmed with French privateers, which greatly annoyed the trade, and captured many merchant vessels.

The Islands of St. Vincent, Grenada, and Dominica, continued in a dreadful state of insurrection. The Charibs and negroes, encouraged by the French Republicans from Guadaloupe, committed the most horrid acts of cruelty on the defenceless inhabitants, putting to death men, women,

* App. Chap. II. No. 302.

† App. Chap. II. No. 303.

A.D. and children ; and burning the plantations. By the steady
 1795 and determined bravery of a few British troops, assisted by the loyal inhabitants, the insurgents were completely defeated with great slaughter in several attacks. The loss on the part of the British was also considerable.

On the 19th of June, Brigadier General Stewart from the repeated attacks of the French, who at last succeeded in taking the Vigir and Pigeon islands, was under the necessity of evacuating the island of St. Lucia.

The officers of the navy who co-operated with the army in the several attacks on the respective islands, and who are particularly spoken of by General Sir John Vaughan in his public dispatches for the zeal and activity which they at all times manifested, were Captains Rogers of the Quebec, Charles Sawyer of the Blanche, Watkins of the Resource, J. Carpenter of the Alarm, Barret of the Experiment, Skinner of the Zebra, and Herbert Browell, Agent of Transports.

On the 4th of January, the Blanche of 32 guns and 220 men, commanded by Captain Robert Faulkner, being on a cruize off Point-a-Petre, at day-light in the morning saw a large frigate coming out of the harbour, with a schooner in company. Captain Faulkner stood towards her until nearly within gun-shot of Fort Fleur D'Epee, and then hove to, and fired occasionally. Finding the French frigate not inclined to come out from under the batteries, he made sail to board a schooner which was coming down along shore ; she proved to be an American from Bourdeaux, and appearing suspicious, Captain Faulkner detained and took her in tow. At this time the Fort Grozier and frigate fired several shot at the Blanche, but none reached her. Captain Faulkner still finding the frigate disinclined to venture out, made sail and stood towards Marigalante. At six o'clock in the evening, he wore and stretched over for Dominico, with his prize in tow. At half past eight, the French frigate was seen about two leagues astern, upon which he ordered the schooner to be cast off, tacked and made sail to meet her. At a quarter past twelve, the Blanche passed under the enemy's lee on the starboard tack, she on the larboard, and exchanged broadsides. At half past twelve, the Blanche tacked and came up with her fast ; when within musquet shot the enemy wore, but Captain Faulkner seeing that his intention

tion was to rake him, wore also and engaged him nearly on board. A most bloody and desperate action ensued. At one o'clock the *Blanche* ran across the enemy's bows, and lashed her bowsprit to the capstern, at which Captain Faulkner bore the principal part. A brisk fire was now kept up from what guns could be brought to bear and musketry, which the enemy returned from her tops and quarter-deck guns, run in amidships fore and aft. At this time the *Blanche's* main and mizen-masts went over board; upon this the enemy attempted to board her, but were repulsed. At a quarter past two, the enemy's ship dropped astern. To prevent her getting clear, Captain Faulkner ordered an hawser to be got up, with which he lashed the Frenchman fast to his quarter. At this time Captain Faulkner was shot whilst in the act himself of securing the vessel. Upon the death of this intrepid young officer, the command devolved on Lieutenant Watkins, who most nobly supplied the place of his gallant commander. The *Blanche* kept up an incessant and well-directed fire from her musketry; none of the great guns could be brought to bear, until a part of the stern-frame was blown out, when the two aftermost guns on the main-deck raked her so effectually that all her masts and head were shot and carried away. In this situation the *Blanche* towed her before the wind, engaging until a quarter before five o'clock, when the enemy hailed, and said "they had struck." Neither of the frigates being able to put a boat in the water, Mr. David Milne the second lieutenant and ten men jumped overboard, and swam to her. She proved to be *La Pique* of 40 guns and 460 men, of whom 76 were killed and 110 wounded. The loss the *Blanche* sustained was small considering the length and violence of the action; eight were killed, including Captain Faulkner, and 21 wounded.

La Pique came out from Guadaloupe on purpose to fight the *Blanche*; this ship was added to the navy*.

A few days previous to this gallant action, Captain Faulkner chased a large schooner corvette into the bay of Descada, where she anchored under cover of a battery; notwithstanding which he brought her out, with the loss of only two men killed and six wounded.

* Mr. David Milne was promoted to the rank of Post Captain, and commanded *La Pique* when she was lost on the coast of France, on the 29th of June, 1798; the crew were saved.

A.D. 1795 On the 5th of January, Captain George Wilton in the *Bellona* of 74 guns, and *Alarm* of 32, Captain Carpenter, being on a cruise off the island of Desada, fell in with a fleet of French transports, escorted by two frigates and three armed ships*, one of which the *Duras* of 20 guns, 70 seamen and 400 troops was taken. Captain Wilton being in want of provisions and water, ordered Captain Carpenter to take the prize to St. Kitt's, and proceeded himself in the *Bellona* to Martinique.

In April the *Thorn*, after a chase of twenty hours, captured the Republican schooner *Caroline*, from Guadaloupe, having on board two commissaries, thirty-six officers, many of whom composed the staff of Victor Hughes, charged with orders from him to land if possible on the island of Martinico; get possession of Mount Calabash, and to distribute amongst the disaffected and negroes ten thousand proclamations in English and French, with the same number of national cockades, in the hope of spiriting them up to insurrection.

On the 25th of May, the *Thorn* sloop of war, of 16 guns and 125 men, commanded by Captain R. W. Otway, fell in with, and after a smart action of thirty-five minutes, took *La Courier* national French corvette of 18 guns and 119 men, seven of whom were killed and twenty wounded.

The *Thorn* had only five men wounded.

The brig *Clarissa*, belonging to Martinico, on her passage from Cork, was captured on the 6th of June, by a French privateer schooner; an officer, six men, and three boys, were put on board her; leaving the mate, steward, and two passengers, in the brig; one of these was lame, and the other confined to his bed. At the end of eleven days, the schooner left them; one of the passengers having secreted the officers sword, and two pistols; the mate was resolved to attempt to regain the vessel, and took the opportunity when the Frenchmen were off their guard to seize the officer on the quarter-deck; when a scuffle ensued, in which after a stout resistance the officer was killed, the two others next in command being also severely wounded by the

<i>Ships.</i>	<i>Guns.</i>	<i>Ships.</i>	<i>Guns.</i>
* <i>L'Esculle,</i>	46	<i>La Prompte,</i>	20
<i>L'Astree,</i>	36	<i>Le Duras,</i>	20
<i>Le Leveret,</i>	20		

steward

steward and one of the passengers; they (with their panic struck companions) called for quarter, which was granted; and on the 8th of July, these brave men brought the brig into Martinico. A.D. 1795

On the 10th of October, Captain Henry Warre, in the Mermaid of 32 guns, being on a cruize to windward of Grenada, discovered a ship and a brig at anchor off La Baye, which got under weigh, and made sail for him; but the brig soon bore up and pushed into a small bay called Requein, where the Mermaid followed, and run aground close to her; the crew however had time to get on shore to the number of 50 seamen and 70 soldiers, before the Mermaid could take possession of her; she was found to be the Brutus of 10 guns. Captain Warre chased the ship the whole of the next day, but she escaped in the night. On the 14th, he again discovered her to leeward, when he chased and captured her, after an action of half an hour. She was the Republican of 18 guns and 250 men; 20 of whom were killed and several wounded. On board this vessel was a French general and his staff, destined to command at Grenada. They were both vessels belonging to the French Republic. The latter was taken into the service. The Mermaid had one man killed and three wounded.

Early in June, Vice Admiral Charles Thompson sailed to escort the convoy to a certain latitude, and then returned to Martinique. On his way back he captured La Perdrix, a French ship of war of 24 guns, which was purchased and added to the navy.

In August, Vice Admiral Thompson sailed again with a convoy for England*.

Rear Admiral William Parker arrived at the leeward islands, and after having left that part of the convoy bound for these islands, proceeded with the remainder to Jamaica.

JAMAICA.

Rear Admiral John Ford continued the command of the squadron on this station, until succeeded in May by Rear Admiral William Parker†.

* Appendix, Chap. II. No. 303.

† Appendix, Chap. II. No. 304.

A.D. 1795 On the 9th of June the Musquito schooner, of 10 guns, commanded by Lieutenant Macfarlane, off Cape Maize, fell in with, and after a severe contest, which lasted from eight in the morning till three in the afternoon, captured the National Razon, French sloop privateer of six guns, and 20 men. Lieutenant Macfarlane was killed early in the action.

The Flying Fish schooner, commanded by Lieutenant Seton, was taken by two French privateers.

CAPE OF GOOD HOPE AND EAST-INDIES.

Early in the month of July Rear Admiral Sir George Keith Elphinstone arrived with the squadron under his command in Simon's Bay, near the Cape of Good Hope.* Proposals were immediately sent to the Dutch governor at the Cape, to place the settlement under the protection of his Britannic Majesty, which he not only peremptorily refused to do, but ordered the inhabitants of Simon's town to retire from it, first setting it on fire. On the 14th of July, before this could be accomplished, Major General Craig landed with 450 of the 78th regiment, and 350 marines from the squadron, and took possession of the town. The troops were frequently annoyed, especially the patrols, by the Dutch militia and Hottentots, who had taken post on the adjacent hills, and occupied a strong pass at Muissenberg. The admiral and general came to the resolution to dislodge them, by which means a more easy communication would be opened with the country. For this purpose, a detachment of 1000 seamen was landed to co-operate with the army, formed into two battalions, under the command of Captain Hardy, of the Echo, and Captain Spranger, of the Rattlesnake. The more effectually to facilitate the plan of attack, the admiral fitted up a gun boat, and armed the launches with cannonades. Every thing being ready for the attack, and the wind favourable, on the 7th of August Commodore Blanket was ordered to stand in with the America, Stately, Echo, and Rattlesnake sloops; in order to prevent the troops from being interrupted on their march, the gun boat and armed launches were ordered to precede them about 500 yards along the shore. At one o'clock the ships were a-breast of an advance post

* Appendix, Chap. II. No. 305.

A.D.
1795

mounted with two 24 pounders, which the enemy abandoned after a few shot being fired, as they also did a second. Soon after the ships arrived opposite to the Dutch camp, and having taken their situations in a very judicious manner, opened so brisk and well directed a fire, as compelled them shortly to fly in the greatest precipitation; leaving to Major General Craig two heavy guns, one brass six pounder, and two eight inch howitzers.

In this attack the America had two men killed and four wounded; the Stately only one man wounded.

The next day the enemy collected all their force, and marched with eight pieces of cannon to attempt to regain the advantageous position which they had lost, but were every where beaten back and repulsed. Upon this occasion Captain Hardy, of the Echo, and Lieutenant Coffin, of the Rattlesnake, particularly distinguished themselves: the general, in his public letter, observes, (which redounds much to the honour of Captain Hardy) “ that he crossed
“ the water with his battalion of seamen and the marines,
“ under Major Hill, and received the enemy’s fire without
“ returning a shot; and manœuvred with a regularity
“ which would not have discredited veteran troops.”

Some few successes which the enemy had gained, encouraged them on the night of the 3d of September to meditate a general attack on the British camp: but the unexpected appearance of a fleet on the next morning, disconcerted their plan, and they thought proper to relinquish so hazardous an enterprize. About noon on the same day fourteen sail of East-Indiamen anchored in the bay, having on board a large body of troops under the command of Major General Alured Clarke. Upon this accession of strength, the admiral and general proposed an immediate attack upon the Cape Town; accordingly, the troops, artillery, and stores were landed with the greatest expedition from the Indiaman, which was completely effected by the 14th; on that morning the army began its march, each man carrying with him four day’s provisions. Several of the seamen from the India ships, under Captain Acland, of the Brunswick East-Indiaman, nobly volunteered to drag the cannon, which difficult service they performed with great cheerfulness through a deep sand, notwithstanding they were frequently exposed to a galling fire from the enemy. Commodore Blanket was at the same time detached with the

A. D. 1795 America, Echo, Rattlesnake, and Bombay Castle India-man, into Table Bay, to make a diversion on that side. This so much alarmed the enemy, whose troops had retired before those of General Clarke, that at eleven o'clock the same night the governor, M. Sluysken, sent out a flag of truce, asking a cessation of arms for forty-eight hours, to settle the terms for surrendering the town. The admiral and general granted him twenty-four hours, which was accepted; and on the 16th this valuable colony fell into the possession of Great Britain.

The regular troops taken in the garrison amounted to about 1000 men.

The whole loss sustained by his Majesty's sea and land forces at the reduction of this place did not exceed four seamen killed, 18 wounded, and three missing. Soldiers, three killed; one major, two captains, fifty rank and file wounded; and five missing.

Admiral Elphinstone, in his public dispatches, bestows great praise on the meritorious conduct of Commodore Blanket; Captain Douglas. of the Stately; Captains Hardy and Spranger, commanding the navy battalions; Lieutenants Tod* and Ramage, of the Monarch, whom he had appointed to command the sloops in the absence of their captains; and also on Mr. Charles Adam, midshipman of the same ship, who commanded the gun boat.

Five Dutch East-India ships were taken in Simon's bay; and the Star armed brig in Table bay.†

EAST INDIES.

His Majesty's squadron in India was commanded by Commodore Peter Rainier;‡ who no sooner heard of

* Mr. Tod was afterwards captain of the Queen Charlotte, and lost his life when she was burnt in the Mediterranean in the year 1800.

† Taken in SIMON'S BAY.

Williamstadt en Boetzlaer, 26 guns, being fit for his Majesty's service, with copper sufficient in her hold to sheath her; was commissioned, named the Princess, and Captain Hardy appointed to command her.

De Genge Bonifacias,
Gertruyda,
Het Vertrouwer,
Louisa and Anthony,

In TABLE BAY.

The Castor,
Star (brig) taken into the service.

‡ Appendix, Chap. II. No. 306.

hostilities

hostilities having commenced against the Dutch, than he A.D.
disposed of his ships so as to annoy their trade; and in con- 1795
junction with the Presidency of Madras, adopted the most
judicious plans for the reduction of their settlements.
Commodore Rainier's first object was to secure the port of
Trincomale, and the other valuable possessions which the
Dutch held in the island of Ceylon. For this purpose a
body of troops, under the command of Colonel Stewart,
with ammunition and stores, were embarked on board the
ships of war and transports. On the 21st of July they sailed
from Madras; at the same time the commodore detached
Captain Edward Pakenham, in the *Resistance*, with the
Suffolk's tender, and a transport, having a party of European
and native troops on board, to assist at the reduction of Ma-
lacca.

On the 23d the Squadron was off Negapatnam, and took
on board such troops as had been appointed for the expe-
dition; from thence on the 25th it proceeded to the place of
its destination. On the 1st of August they anchored in
Back bay. On the preceding day Commodore Rainier was
joined by the *Heroine*, Captain Gardner, from Columbo,
with Major Agnew, deputy adjutant general, who had
been sent to that place by Lord Hobart, governor of Ma-
dras, and the commodore, to explain to the governor gene-
ral of Ceylon the purpose of the expedition. In return,
Major Agnew brought with him an order for the comman-
dant of Trincomale to admit 300 of his Majesty's troops to
garrison Fort Ostenburg, to which, when presented to him,
he refused obedience, under the pretence of informality in
the order. Near two days were spent in useless remon-
strances with the commandant; at the expiration of which
it was resolved to land the troops. To facilitate the dis-
embarkation, the ships of war and transports were ordered
to move nearer the shore, in doing of which, the *Dio-
mede*, with a transport in tow, struck upon a sunken rock
with such violence, that there was scarce time to save the
crew before she foundered, with all her stores on board.

It was ten days before the whole of the troops, provi-
sions, and stores were landed, notwithstanding the most
vigorous exertions of the officers and men, who had to en-
counter much danger from the violence of an extraordinary
high surf, occasioned by the continuance of a strong land
wind.

The

A.D. 1795 The ships of war being placed so as to cover the disembarkation and march of the troops, which they began on the 18th, without molestation from the enemy. On the 23d the batteries were completed, and opened their fire with such effect, that before noon on the 26th a practicable breach was made. The garrison was then summoned to surrender; but the commandant demanding terms which were considered inadmissible, and refusing to accept those sent in return, hostilities recommenced. Three hundred seamen and marines were also landed, under the command of Captain Smith, late of the *Diomedé*, with Lieutenants Page and Hayward, of the navy, and Lieutenant M^cGibbon and Percival, of the marines; for the purpose of assisting to storm the breach, had the enemy determined to hold out. In a few minutes the white flag was displayed from the ramparts; and the Dutch commandant accepted the terms offered.

Fort Ostenberg held out until the 31st, when it surrendered on the same terms as those given to Trincomale.

The loss sustained by the British amounted to one seaman killed, and six wounded. Soldiers, 15 killed; one major, one captain, one lieutenant, one ensign, and 48 men wounded.

On the 17th of August the Dutch settlement at Malacca surrendered by capitulation to Captain Newcome, of the *Orpheus*.

Captain William Essington, in the *Scepter*, of 64 guns, captured, off St. Helena, five sail of Dutch East-Indiamen, one of which proved so leaky on her passage home, that the crew were taken out, and the vessel destroyed.

1796

Supplies granted for the sea service.

	<i>l.</i>	<i>s.</i>	<i>d.</i>
For 110,000 men, including 18,000 marines	5,720,000	0	0
For the ordinary, &c.	624,152	1	8
For Extraordinaries, &c.	708,400	0	0
Ordnance	61,000	8	9
Towards discharging the navy debt	500,000	0	0
Total for the navy	7,613,552	10	5
Total supplies granted	37,588,502	0	6¼

Flag

NAVAL CHRONOLOGY.

411

Flag Officers employed.

A. D.
1796

<i>Officers.</i>	<i>Rank.</i>	<i>Ships.</i>	<i>Guns.</i>
Portsmouth,			
Sir P. Parker,	Bt. Ad. of the White,	R. William	84
Plymouth,			
G. Vandeput, Esq. V. Ad. of the White	}	Cambridge	84
<i>In March</i> , R. Onslow, Esq. Vice Ad. of the Red,			
<i>In July</i> , Sir Richard King, Bt. Admiral of the Blue,			
Downs,			
J. Peyton, Esq. Admiral of the Blue,		no particular ship	
Nore,			
C. Buckner, Esq. Vice Ad. of the White,		Sandwich	98
Ireland,			
R. Kingsmill, Esq. Vice Ad. of the Red,		L'Engageante	
Channel,			
*Lord Bridport, Ad. of the White,		R. George	110
+Hon. W. Cornwallis, V. Ad. of the Red,		R. Sovereign	110
Sir A. Gardner, Bt. V. Ad. of the White,		Queen	110
J. Colpoys, Esq. Vice Ad. of the Blue,		London	98
Sir Roger Curtis, Bt. Rear Ad. of the Red,		P. George	98
	<i>In February,</i>	Q. Charlotte	110
	<i>In May,</i>	Formidable	98
H. Hervey, Esq. Rear Ad. of the Red,		P. of Wales	98
Lord H. Seymour, Rear Ad. of the Blue,		Sans Paniel	84
C. Parker, Esq. Rear Ad. of the Blue,		Duke	98
Sir J. B. Warren, K. B. Commodore,		La Pomone	44
North Sea,			
A. Duncan, Esq. Admiral of the Blue,		Venerable	74
J. Macbride, Esq. Vice Ad. of the White,		Russel	74
T. Pringle, Esq. Rear Ad. of the Red,		Asia,	64

* On the 12th of March appointed Vice Admiral of Great Britain.

† Rear Admiral of Great Britain.

Mediterranean,

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1796

Mediterranean,

Sir J. Jervis, K. B. Admiral of the Blue,	Victory	110
Sir H. Parker, Knt. Vice Ad. of the Red,	St. George	98
	<i>In March,</i> Britannia	110
R. Linzee, Esq. Vice Ad. of the White	Princess R.	98
Hon. W. Waldgrave, Vice Ad. of the Blue,	Barfleur	98
Robert Mann, Esq. Rear Ad. of the Red,	Wind. Castle	98
Horatio Nelson, Esq. Commodore,	Captain	74

America,

G. Murray, Esq. Vice Ad. of the White,	Resolution	74
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Newfoundland,

Sir J. Wallace, Kt. Vice Ad. of the White,	Romney	50
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Leeward Islands,

Sir J. Laforey, Bt. Admiral of the Blue,	Majestic	74
*H. Christian, Esq. Rear Ad. of the Blue,	Thunderer	74
C. M. Pole, Esq. Rear Ad. of the Blue,	Carnatic	74

Jamaica,

W. Parker, Esq. Rear Ad. of the Red,	Raisonable	74
	<i>In March,</i> Swiftsure	74
J. T. Duckworth, Esq. Commodore,	Leviathan	74

Cape of Good Hope,

Sir G. K. Elphinstone, K. B. Vice Ad. of the Blue,	- - -	Monarch	74
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East Indies,

P. Rainier, Esq. Rear Ad. of the Blue,	Suffolk	74
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OCCURRENCES AT AND NEAR HOME.

On the 26th of January, the Dutton transport, which had been forced into Plymouth from Admiral Christian's

* February 20th, Knight of the Bath.

In May Rear Admiral Pringle sailed in the Tremendous for the Cape of Good Hope.

In July Vice Admiral Sir Hyde Parker having returned from the Mediterranean, hoisted his flag on board the Queen, and failed to take the command of the squadron at Jamaica.

Rear Admiral Bligh failed also for the same station in the Brunswick.

In March Vice Admiral Vandéput hoisted his flag on board the St. Albans, to command on the coast of Portugal.

Towards the latter end of May Rear Admiral Henry Harvey failed from England in the Prince of Wales, to take the command at the Leeward Islands.

About the middle of December Vice Admiral Murray returned from Halifax in the Cleopatra.

fleet,

fleet, was driven ashore under the citadel in a heavy gale of wind; she had on board near 500 souls, most of whom would have perished had it not been for the manly and intrepid exertions of Sir Edward Pellew, who, at the risk of his life, got on board the Dutton by a rope extended from the ship to the shore. His presence prevented the confusion which existed, and by assuring the troops he would be the last man to quit the ship—the utmost serenity prevailed. In the course of the afternoon, every person on board was got safely on shore, excepting three or four who were killed by the falling of the masts. The ship soon after went to pieces.

For the manly conduct displayed by Sir Edward Pellew on this occasion, the Corporation of Plymouth presented him with its Freedom.

On the 29th, a part of the squadron, with 50 sail of transports and merchantmen out of about 300, which had sailed early in December for the West Indies, under Rear Admiral Christian, were obliged to return to Spithead, many of them in a very disabled condition; having for seven weeks encountered most tempestuous weather. The rest of the ships of war and several of the merchant-vessels arrived safe at the places of their destination; others not so fortunate, were taken by the enemy's cruizers or lost*.

On the 9th of February, a court-martial assembled on board the Prince George at Portsmouth, to try Captain James Norman of the Medusa, on charges exhibited against him, for not having paid proper attention to the homeward bound Jamaica convoy committed to his care, by carrying so much sail as to prevent their keeping up with him, by which means several of them were captured.

The following were the members who composed the Court, viz.

President,

Sir Roger Curtis, Rear Admiral of the Red.

Henry Hervey, Esq. Rd. Rodney Bligh, Esq.
Rear Admirals of the Red.

Captains,

Cha. Edm. Nugent,	S. Charles Cotton,
John Hare Whitshed,	Robert Montague,

* Appendix, Chap II.. No. 308.

A.D.
1796Sir James Saumarez,
John Thomas,
Ed. Thornborough,Ed. Dodd,
Sir Rd. Bickerton,
Ja. Vashon.

The Court continued to sit (Sunday's excepted) till the 1st of March; when it appeared on the face of the evidence that the charges were proved in part; Captain James Norman was therefore sentenced to be reprimanded, and to remain on half pay during his life.

On the 10th of February, Vice Admiral Gardner failed from St. Helen's, with a Squadron of ships of war on a cruize to the westward, and to escort the outward-bound trade to a certain latitude; he was soon after forced back to Spithead, by strong westerly winds. On the 23d, the admiral again failed with such of the convoy as were ready*.

On the 25th, that part of the West India convoy, which had taken shelter from the stormy weather in Cork, failed under the protection of Captain George Bowen of the Canada†.

On the 29th, the Honourable Vice Admiral Cornwallis, failed from Portsmouth, with the remainder of the transports and merchantmen bound to the West Indies; at the same time Rear Admiral Harvey‡ failed on a cruize in quest of the Dutch fleet which had put to sea; supposed to consist of eight or ten sail of the line, eight large frigates, and two cutters. A brig sent to reconnoitre the Texel, fell in with the above Squadron, and was chased down to the ships cruizing under Rear Admiral Pringle.

On the 10th of March, the court-martial sitting to try Captain Thomas Affleck, late of his Majesty's ship the Amethyst, for the loss of the said ship, passed the following sentence, viz.

That the loss of his Majesty's ship the Amethyst, was occasioned by her striking on a rock near the Island of Guernsey, and by a hole being thereby beaten in her bottom, and that the same was attributable to the misconduct of the said Captain Thomas Affleck, and the Court do adjudge him to be reduced from his rank on the list of Post Captain to the bottom of the said list, and to be incapable

* Appendix, Chap. II. No. 309.

† Appendix, Chap. II. No. 310.

‡ Appendix, Chap. II. No. 311.

of being again employed in his Majesty's naval service A.D. during the remainder of his life; and the Court further 1796 agree, that the loss of the said ship was not attributable to any misconduct in any other of the officers or company of the said ship and adjudge them to be acquitted.

On the 12th of March, the fleet under Admiral Duncan, sailed from Yarmouth, and the next day joined the squadron under Rear Admiral Pringle*.

On the 14th, Vice Admiral Cornwallis returned to Spithead in the Royal Sovereign very much disabled, having ran foul of the Bellefarius transport in a gale of wind. This transport had on board upwards of 300 souls, 130 of whom got on board the Royal Sovereign: many fell between the ships in their attempt to jump on board, and were crushed to death. It was for some time believed that the rest had perished with the ship, but she with much difficulty reached Corunna, in a most crippled condition.

On the 17th, Sir Sidney Smith in the Diamond, with the Liberty brig, commanded by Lieutenant M'Kinley, and the Aristocrate lugger, Lieutenant Goslet, having received information that a convoy, consisting of a corvette, four brigs, two sloops, and two luggers, had taken shelter in the small port of Herqui, near Cape Frehel, proceeded thither, notwithstanding the channel was narrow and intricate, they stood in, and attacked the enemy's batteries, which were most gallantly stormed and carried by a party of seamen and marines, under Lieutenant Pine of the Diamond, and Lieutenant Carter of the marines; both of whom were badly wounded, the latter mortally. The enemy's vessels having ran aground without a possibility of getting them off, Sir Sidney Smith ordered them to be destroyed. The corvette was L'Etourdie, of 16 guns. In this attack two seamen were killed, and five wounded.

On the 20th Rear Admiral Christian sailed from Spithead with such of the transports and merchantmen as were ready bound to the West-Indies.†

At day break on the 30th of March, the squadron under Sir John Borlase Warren being about three or four miles from the Saints, discovered and gave chase to a convoy of

* Appendix, Chap. II, No. 312.

† Appendix, Chap. II, No. 313.

A. D. the enemy which were steering in for the land.* At ten
 1796 A. M. four of the merchant vessels were captured, and ordered to proceed under charge of the Valiant lugger, to the nearest port. Sir John Warren continued in pursuit of the men of war, who were formed in line a-head to windward, still endeavouring to preserve their distance, and to avoid an action. The British ships soon arrived within half gun shot of the enemy to leeward, and exchanged broadsides as they passed each other on opposite tacks. So soon as the sternmost ship was clear of the enemy's line, Sir John Warren tacked, obtained the wind, and instantly bore down in close order, to endeavour to break their line, and cut off the rear ships; but the enemy bore away, and making all sail possible, stood into the narrow part of the Ray de Fontenoy among the rocks; he was however fortunate enough to cut off the rear ship. Night approaching, and Sir John Warren being unacquainted with the passage, he did not think it proper to continue the pursuit at the risk of losing some of the ships in so difficult a pass.

On the 7th of April Lord Bridport was appointed general port admiral, with the additional allowance of a guinea a day and his table expences: also ten bargemen at 5s. per day and provisions.

On the 7th of April Sir John Warren, with the boats of his squadron, captured part of a small convoy of the enemy between the Saints and the Continent, laden with wheat and flour, escorted by Le Voltigeur brig corvette of 16 guns, which escaped, by running close in with the rocks off Camaret Point.

BRITISH.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
* La Pomone, -	44	Sir J. B. Warren, K. B.
Artois, -	38	Sir Edward Nagle.
Anson, -	44	C. P. Durham.
Galatea, -	56	R. G. Keates, 2 killed, 6 wounded.

FRENCH.

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
La Proterpine, -	44	500	Commodore Dogier, escaped
L'Unite, -	40	400	Captain Durand, ditto
La Coquille, -	40	400	, ditto
La Tamire, -	32	300	Capt. Fradie, ditto
L'Etoile, -	30	160	Capt. Berthelie, taken
La Cygnone, -	22	150	Capt. Pilet, escaped
La Manche, (brig) -	20	10	went off with the convoy

A ship and three brigs of the convoy were taken.

On

For the protection which the trade and commerce of Great Britain had received from the squadron under Sir John Warren; *the Committee of Merchant Seamen for the encouragement of the capture of the enemy's privateers*, presented him with a sword of the value of one hundred guineas.

A.D.
1796

On the 15th, he captured *La Robuste* ship corvette of 22 guns, and 145 men: she was added to the navy, and named the *Scourge*.

On the 9th of April the squadron under Sir Edward Pellew being on a cruize off the coast of France, fell in with, and captured a French convoy: *La Volage*, of 26 guns, the frigate under whose protection it was, was driven on shore.

On the 12th Vice Admiral Colpoys sailed on a cruize to the westward; at the same time the trade for the Mediterranean and the West-Indies, under Vice Admiral Van-deput and Rear Admiral Pole.*

On the 13th of April the squadron under the command of Sir Edward Pellew, being on a cruize off Ushant,† at four in the afternoon discovered and gave chase to a French frigate at some distance to windward. The *Revolutionaire* being considerably astern of the rest of the ships, was directed by signal to tack, in order to cut off the chase from the shore. The night setting in extremely dark, the enemy thought to escape the vigilance of Captain Cole, and at nine o'clock bore up, but not unobserved by that attentive officer, who closed with her at half past eleven, when not being able to prevail upon her commander to surrender without resistance, he opened a close and well directed fire upon her, which was faintly returned, and after the second broadside, she struck. At this moment Captain Cole had given directions to board the enemy, as the ships were going at the rate of ten knots, under a press of sail, and drawing near the shore. She proved to be the National frigate *L'Unité*, commanded by M. Durand, from L'Orient to Rochfort, mounting 38 guns, and 255 men,

* Appendix, Chap. II. No. 314.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
† Indefatigable,	- 44	Sir Edward Pellew.
Argo,	- 44	—— Bowen
Revolutionaire,	- 40	Francis Cole
Concorde,	- 36	Anthony Hunt
Amazon,	- 32	Carthew Reynolds

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E e

nine

A.D. 1796 nine of whom were killed, and eleven wounded. The Revolutionaire had not a man hurt.

L'Unité was added to the navy. On board her were Madame Le Large, wife to the governor of Rochfort, and family; who, with her son, an ensign of the frigate, Sir Edward Pellew, with great feeling and politeness suffered to return to France in a neutral vessel, taking the parole of the young man not to serve until exchanged.

On the morning of the 20th, whilst Sir Edward Pellew was laying to with his squadron under the Lizard, waiting till La Revolutionaire, with her prize L'Unité, had got safe into Falmouth, he observed a large ship standing in from the sea, which, when the private signal was made, tacked, and stood off. Sir Edward Pellew, certain of its being an enemy's frigate, immediately gave chase, in company with the Amazon and Concorde. About midnight, after a chase of 15 hours, and having run 168 miles; the Indefatigable, by her superior sailing, got alongside of the enemy, and brought her to close action, which continued without intermission, under a croud of sail, for one hour and forty-five minutes. At this time the enemy's ship, whose commander defended her with great bravery, had her mizen mast and main top mast shot away; in this situation the Indefatigable unavoidably shot a-head; her mizen top-mast and gaff being gone, and the main top sail rendered useless, with her running rigging cut to pieces, she had no sail to back, until new braces could be reeved; neither did Sir Edward Pellew think it prudent to throw his ship in the wind, lest he should be exposed to a raking fire; he therefore remained at a proper distance a-head of the enemy, until he might be enabled to renew the attack. Just at this moment La Concorde ranged up under the enemy's stern, and Captain Hunt was preparing to rake her, when she fired a gun to leeward, and surrendered, with the loss of 15 men killed, 17 badly wounded, and 10 slightly. She proved to be the French national frigate La Virginia, of 44 guns, 18 pounders on the main deck, and nines on the quarter deck and forecastle, manned with 340 men, and commanded by M. Bergeret, Capitaine de Vaisseau, from Brest, bound on a cruize off the Lizard. When taken possession of, her hull was a complete sieve, and four feet water in her hold.

Being a fine new frigate, she was added to the navy; and when

when repaired, was commanded by Captain Anthony A.D.
Hunt. 1796

In this action the Indefatigable had none killed or wounded.

On the 17th of April a court-martial was held on board the Orion, in Portsmouth harbour, upon the honourable Vice Admiral Cornwallis. The members who composed the court were as follows :

President,
Earl Howe, Admiral of the Fleet.

Sir Peter Parker, Bart.

George Vandeput, Esq. Vice Admiral of the White.

Jonn Colpoys, Esq. Vice Admiral of the Blue.

Henry Hervey, Esq. Rear Admiral of the Red.

Charles Maurice Pole, Esq. Rear Admiral of the Blue.

Lord Bridport, Admiral of the White.

Sir Alan Gardner, Bart. Vice Ad. of the White.

Sir Roger Curtis, Bart. Rear Admiral of the Red.

R. R. Bligh, Esq. Rear Admiral of the Red.

Captains.

Charles Edward Nugent, Esq.

Charles P. Hamilton, Esq.

Edmund Dodd, Esq.

Judge Advocate, Sir George Jackson, Bart.

Three charges were exhibited by the admiralty against the Vice Admiral. The substance of them is as follows : First, that Admiral Cornwallis, after having sailed from England for the West-Indies, and proceeded a considerable way in the voyage, did return contrary to the orders he had received.

Secondly, that not having a sufficient regard to the importance of the situation of a commander in chief, he omitted to shift his flag on board of some other ship of his squadron, after the Royal Sovereign had been disabled, in order to proceed, as he ought to have done, to the place of his destination ; but that instead of doing so, he gave his instructions, and the command of the convoy to another officer.

And, thirdly, that after his return he had disobeyed another order of the board of admiralty, by not hoisting his flag on board the Astrea frigate, and proceeding to the West-Indies, as he had been ordered by their Lordships.

A. D. 1796 As the trial took place in consequence of an order from the board of admiralty, no prosecutor appeared personally. After the orders which the admiral had received from the board were read, together with the correspondence between him and it, he was put upon his defence, and the evidence heard in his behalf. On the , the Court passed the following sentence, which was read by the Judge Advocate.

“ That the Court having heard the evidence in support of
 “ the charges exhibited against the honourable William
 “ Cornwallis, Vice Admiral of the Red; and having heard
 “ his defence, and the evidence in his behalf; and having
 “ maturely weighed and considered the same, were of opi-
 “ nion,

“ That, with respect to the two first charges, of his re-
 “ turning without leave, after having been ordered to pro-
 “ ceed to Barbadoes, and of his disobeying the orders he
 “ had received, *misconduct was imputable to him*, for not
 “ having shifted his flag on board the Mars or Minotaur,
 “ and proceeded in either of them to the West-Indies.
 “ But in consideration of other circumstances, the Court
 “ *acquitted him of any disobedience* in his conduct on that oc-
 “ casion.

“ With respect to the third charge, of his having after
 “ his return, disobeyed the orders of the board of admiralty,
 “ in not going out to the West-Indies in the Astrea frigate,
 “ the Court were of opinion that the charge *was not proved*,
 “ and therefore *acquitted* Admiral Cornwallis upon that
 “ charge.”

On the 18th of April Sir William Sidney Smith, of the Diamond frigate, being on a cruize off Havre de Grace, discovered in the outer road a lugger privateer, which in the night he boarded and took with the boats of his squadron; but the flood tide setting strong in, he was obliged to anchor; some time after the cable was either cut by one of the prisoners, or parted, by which the lugger was driven a considerable way up the Seine, and above the forts. In this situation Sir Sidney Smith was attacked by several gun boats and other armed vessels; after some resistance he was obliged to surrender.

On the 27th of April Captain Edward James Foote, in the Niger frigate, chased, by signal from the squadron under Admiral Colpoys, an enemy's cruizer, which at sun set anchored among the rocks off the Penmarks. Captain Foote having
 got

got as near to her as the depth of water would permit, anchored with a spring on his cable, and kept up a brisk fire on the enemy till nine o'clock, when he dispatched the barge and cutters of the Niger, under the command of Messrs. Long and Thompson, the first and third lieutenants, with orders to destroy the vessel if they could not bring her off. At half past ten the boats returned, having effectually performed this service, but not without an obstinate resistance from the enemy, many of whom were killed and wounded. She proved to be the National corvette lugger *L'Ecuriel*, of 18 guns, and 105 men, commanded by M. Rousseau.

A. D.
1796

Lieutenant Long, Mr. James Patten, midshipman, and five men were wounded in the Niger's boats.

On the same day the *Albion*, of 74 guns, Captain Henry Savage, was lost on a sand bank, called the Middle, on her passage down the Swin; the crew was saved by the *Astrea* frigate.

Admiral Duncan having received intelligence that a small Dutch squadron had sailed from Norway, dispatched Captain Halsted, in the *Phoenix*, with the *Leopard*, *Pegasus*, and *Sylph* sloop in quest of them. Early in the morning on the 12th of May the enemy were seen to leeward, consisting of a frigate, three armed brigs and a cutter. Captain Halsted immediately gave chase, upon which the brigs bore up, and were followed by the *Pegasus* and *Sylph*. The frigate was closely pursued by the *Phoenix*. At a quarter past eight A. M. being close up on her weather quarter, she hoisted Dutch colours, upon which Captain Halsted ordered a shot to be fired across her; and ranging up to windward, commenced a close and brisk action, which continued about twenty minutes, when she struck; and proved to be the *Argo* Dutch frigate, of 36 guns and 236 men; six of whom were killed, and twenty-eight wounded.

The *Phoenix* had one man killed and three wounded.

Two of the brigs, the *Echo*, of 18, and *De Gier*, of 14 guns, were driven on shore by the *Pegasus* and *Sylph*, about ten leagues to the eastward of the Texel. Admiral Duncan with the squadron chased the other brig, which was taken possession of by the *Sylph*; she proved to be the *Mercury*, of 16 guns, 14 of which she threw overboard during the chase, and manned with 85 men. The next day the cutter was brought into the fleet; she was the

A. D. Duke of York bye-boat, captured on the 11th by the
1796 Dutch frigate.

The Argo was added to the navy, and called the Janus; and the Mercury the Hermes.

Admiral Duncan continued to cruize with unremitting vigilance, in conjunction with the Russian fleet, off the coast of Holland, and kept the Dutch completely blocked up in the Texel. The Empress of Russia, unsolicited, honoured Admiral Duncan with the Imperial Order of Alexander Newski.

On the 17th of May Rear Admiral Lord Hugh Seymour sailed on a cruize to the westward; at the same time Rear Admiral Harvey sailed with the trade for the East and West-Indies.*

On the same day Captain Nathaniel Tomlinson, in *La Suffisante* sloop of war, being on a cruize off the Lizard, discovered a sail, which, after a chase of eleven hours, he came up with between Ushant and the Main; when, after a smart action of half an hour, she struck, and proved to be *La Revanche* (brig) privateer of 12 guns, and 85 men, commanded by Mon. G. H. Draveman, an old experienced seaman. The privateer had two men killed and seven wounded: *La Suffisante* one man wounded.

On the 22d of May Rear Admiral Sir Roger Curtis sailed from St. Helens on a cruize to the westward †

At day break on the morning of the 8th of June, the *Unicorn*, of 32 guns, Captain Thomas Williams, and *Santa Margaritta*, of 36, Captain Thomas Byam Martin, being on a cruize about 17 leagues to the westward of Scilly, discovered three large ships about two or three miles distant on their lee beams, to which they immediately gave chase. The chase soon afterwards edged away, and were perceived to be enemy's ships of war, two frigates and a large ship corvette. At nine A. M. they formed in a close bow and quarter line, still going off, the largest ship under a more easy sail for the support of his squadron. The corvette being the worst sailer, gradually hauled out to windward, as if with the intention of being in readiness to support which ever of her friends were most in need of it. At half past eleven o'clock, the *Margaritta*, by her superior sailing, arrived within gun shot of the enemy; but as they

* Appendix, Chap. II. No. 315.

† Appendix, Chap. II. No. 316.

appeared to close for the mutual support of each other, and the Unicorn being at some distance a-stern, Captain Martin judged it most prudent to wait for her coming up to attack at the same time the French Commodore, which had been previously agreed upon between the British commanders. At one in the forenoon having approached to within three quarters of a mile, the two frigates hoisted French colours, the largest a commodore's broad pendant, and instantly commenced a brisk fire from their stern chace guns, now and then yawing to discharge their broadsides. At four o'clock the sternmost ship finding it impossible to escape, and to avoid the fire of the Margaritta, bore round up, and endeavoured to rake her, in which he was baffled by a most skilful manœuvre of Captain Martin, who placed his ship with great judgment and gallantry close alongside of his opponent, and in less than twenty minutes compelled him to strike. She proved to be the Thames, of 36 guns, and 320 men, commanded by M. Farden. The enemy had 32 men killed, and 19 wounded: the Margaritta only two killed and wounded.

The commodore seeing the fate of his companion, made all the sail he could, and endeavoured to gain the windward of the Unicorn; but by the judicious and seamanlike conduct of Captain Williams, his attempt proved unsuccessful. The parity of sailing in the two ships was such, that a running fight was kept up for ten hours, in which time they had ran 210 miles; when Captain Williams had the good fortune to get close alongside of his antagonist; a sharp contest ensued, and continued with great impetuosity for 35 minutes, when, on clearing up of the smoke, the enemy was observed to have dropped on the Unicorn's quarter, with the intention to cross her stern, and gain the wind; this manœuvre of the Frenchman's was most skilfully defeated, by Captain Williams instantly throwing his sails aback, which gave the ship stern way, passed the enemy's bow, regained his station, and renewed the action with fresh vigour, which lasted only a few minutes, when, after much bravery and good seamanship having been displayed on both sides, the enemy's ship being completely dismantled, her fire ceased, and she surrendered. She proved to be La Tribune, commanded by Commodore Moulson, pierced for 48 guns, but only 44 mounted, and 337 men, 37 of whom were killed; the commodore and 14 wounded.

A.D. 1796 It appears extraordinary, that after so long and obstinate a conflict, not a man was killed or wounded on board the Unicorn.

On the 6th of June Commodore Moulson had sailed from Brest on a cruize with a squadron of frigates, consisting of La Tribune, of 44, La Proserpine, 38, La Thames, 36; and La Legere, of 24. The evening before the action La Proserpine had parted company in a fog.*

On the 13th Lord Amelius Beauclerk, in the Dryad, of 36 guns, being on a cruize off Cape Clear, fell in with, and after a most spirited action, which lasted 45 minutes, captured La Proserpine French frigate, commanded by M. Perrieu, mounting 26 eighteen pounders, 12 nines, and four 32 pound carronades, with 348 men, of whom 30 were killed, and 45 wounded. The Dryad had two killed and seven wounded. La Proserpine was added to the navy, and called the Amelia.

On the 8th of June the Jason Dutch frigate, commanded by Captain Donckum, of 36 guns, and 200 men, was carried into Greenock by the crew, who had mutinied, and confined the captain and principal officers. She was taken possession of by the Penguin sloop, Captain Pullen. This ship was one of Admiral Lucas's squadron, destined for the East-Indies; but having received damage in a gale of wind, she was obliged to return.

On the 22d of June the only remaining ship of Commodore Moulson's squadron La Legere, commanded by M. Carpentier, of 22 guns, and 168 men, was captured off Cape Clear, after exchanging a few shot in a running fight with the Apollo and Doris frigates.

On the 27th Captain Tomlinson, in the Suffisante sloop of war, between Ushant and the Isle of Bas, after a chase of some hours, captured the Margen French privateer of 16 guns, and recaptured six merchantmen, five of which were from Oporto, laden with wine, &c.; the other from London to Dublin with dry goods.

On the same day sailed from St. Helens on a cruize, and to escort the East-India ships to a certain latitude, Vice Admiral Colpoys.†

On the 15th of July Captain Henry Trollop, in the

* For this gallant action Captain Williams had the honour of knighthood conferred on him.

† Appendix, Chap. II. No. 317.

Glatton, of 54 guns,* having sailed from Yarmouth Roads A.D. 1796 to join the squadron cruizing off the Texel, under the command of Captain Savage. At one in the afternoon on the 16th, being then about four or five leagues from Helvoet, discovered a squadron of ships of war, which, on his nearer approach, he perceived to consist of six large frigates, a brig and a cutter. One of these appeared to mount 50 guns, two 36, and the other three 28 guns each. By the manner in which they manœuvred, and not answering the private signal, Captain Trollop was convinced they were enemies. Not intimidated by their vast superiority, he instantly cleared for action, and resolutely bore down to attack them. At ten P. M. having got close alongside of the third ship in the enemy's line, he hailed her, and finding it to be a French squadron, desired her commander to strike his colours, which was returned with a broadside. A smart action now commenced within twenty yards, and soon became general; the two headmost ships tacked, one placing herself alongside to windward, and the other on the bow. The ships a-stern engaged the Glatton on the lee quarter and stern. In this situation a most furious cannonade was kept up, the Glatton engaging on both sides, so near that her yard arms were nearly touching those of the enemy. In twenty minutes, from the superior and heavy fire of the Glatton, the enemy began to sheer off; and from the evident marks of confusion and disorder which appeared on board their ships, could Captain Trollope have pursued them, his gallantry would have been rewarded by a most complete victory. In attempting to wear after them, he found his masts, rigging, and sails so much wounded and cut to pieces, that all his efforts were ineffectual.

At seven o'clock the next morning, by the activity and exertions of his officers and men, the ship was in a state to carry sail and renew the action: the enemy were at this time seen going off steering for Flushing. Captain Trollop continued to follow them till nine o'clock, when they were within three leagues of the above port; without any hopes of being joined by any of his Majesty's cruisers to assist him, and the wind blowing fresh on the shore, he judged it most prudent, in the disabled state of his ship, to

* The Glatton was one of those Indiaman purchased by government, and mounted with 68 pound carronades.

A.D. haul off, and return to Yarmouth to refit. In this unequal
1796 conflict the Glatton had not a man killed.

Captain Strangeways, of the marines, and a corporal, were the only two wounded: the former, though dangerously in the thigh, insisted on returning to his quarters; till being faint with the loss of blood, he was obliged to be carried off the deck. This gallant officer soon after died of the wound.

His Majesty conferred the honour of knighthood on Captain Henry Trollop; and the merchants of London voted him a piece of plate value 100 guineas, in testimony of the sense they entertained of his very gallant conduct in the above action, and the protection he had thereby afforded to the commerce of Great Britain.

On the 7th of August the squadron under Sir John Borlase Warren, chased into Dovavnoney bay, near Brest, a French convoy, under the protection of a frigate and a brig corvette of 18 guns, which were driven ashore, and the cutter bilged; as were also a transport of 600 tons, and a schooner of 80. Five brigs, two chasse marées, and a dogger, were abandoned by their crews and burnt.

On the 11th Vice Admiral Sir Hyde Parker sailed from Portsmouth, having under his convoy the trade bound to the East and West-Indies, &c.*

On the 16th of August the squadron under Lord Hugh Seymour arrived at Spithead from a cruize; and Vice Admiral Sir Alan Gardner sailed from St. Helens.†

On the 22d the squadron under Sir John Borlase Warren being on a cruize on the coast of France, after a chase of some hours, drove on shore, and afterwards destroyed near Arcasson, L'Andromaque French frigate of 48 guns, and 300 men, many of whom perished in their attempt to get on shore. This frigate belonged to a division of French frigates on a cruize.‡

Sir

* Appendix, Chap. II. No. 318.

† Appendix, Chap. II. No. 319.

‡ French Frigates on a cruize.

<i>Ships.</i>	<i>Guns.</i>
L'Andromaque, -	48
La Naiade, -	44
La Decade, -	42
Le Bayonneuse, -	28

Sir

Sir John Warren also captured three small vessels laden with wine and brandy; and destroyed six others at the mouth of the Garonne. A.D. 1796

On the 19th of August a treaty of alliance, offensive and defensive, was concluded between the French Republic and the King of Spain.

On the 27th of August Vice Admiral Colpoys returned from his cruise; at the same time arrived at Portsmouth the Mediterranean, Lisbon, and West-India convoys, under the protection of Vice Admiral Linzee, and Rear Admiral William Parker.*

By the King's order in council, dated the 21st of September, the pay of the lieutenants of his Majesty's fleet was augmented, in consequence of a memorial presented to the Lords Commissioners of the Admiralty, and by them laid before the King in Council, viz.

FULL PAY.

Lieutenants serving in ships bearing the flag of an admiral or commodore, with a captain under him, 5s. 6d. per day; in all other ships 5s. per day, besides one servant as was usual.

Lieutenants commanding his Majesty's armed cutters, luggers, and other vessels of a similar class, two servants.

Lieutenants in the command of hired armed vessels only one servant.

Whenever called in service, sixpence per mile will be allowed travelling expences.

HALF PAY.

Fifty senior lieutenants are superannuated at 6s. per day, to retire with the rank of commanders. Their widows to have a pension of 45l. per annum.

First hundred subject to be called on service, 5s. per day.

Next hundred 3s. 6d. per day, and the rest 3s.

About four o'clock in the afternoon of the 22d of Sep-

Sir John Borlase Warren's Squadron.

<i>Ships.</i>		<i>Guns.</i>	<i>Commanders.</i>
La Pomone,	-	44	Sir J. B. Warren
Artois,	-	38	Sir Edward Nagle
Anson.	-	44	P. C. Durham
Galatea,	-	32	R. G. Keates
Sylph,	-	16	J. C. White

* Appendix, Chap. II. No. 320.

A.D. 1796 tember, the fore magazine of the Amphion frigate, of 32 guns, then lying alongside the sheer hulk in Hamoaze refitting, by some accident took fire and blew up; which had such an effect as to rip the upper works in the fore part of the ship to atoms, and she almost immediately sunk in ten fathoms water. The number of the ship's company and visitors (of which there were several) unfortunately on board at the time, from the best accounts, was nearly 300, not more than 40 of whom were saved, several of these severely wounded. Captain Pellew, her commander; Captain Swaffield, of the Overysfel, of 64 guns, and a lieutenant, were in the cabin at dinner; hearing a kind of rumbling noise immediately preceding the blowing up, Captain Pellew and the lieutenant ran into the quarter gallery nearest the sheer hulk, on whose deck Captain Pellew was instantaneously thrown, whereby he received a severe blow on the head, and a contusion on his breast. The lieutenant was thrown into the water much wounded. Captain Swaffield, Mr. John Hearie, third lieutenant; Mr. John Mitchel, master; Mr. Charles M'Gowan, surgeon; Mr. Colin Campbell, lieutenant of marines; with the gunner, carpenter, and several of the midshipmen, perished.

Though the explosion was very great, yet it had but a trifling effect on shore, or even on board the ships near to which she lay. Her masts (excepting the mizen mast) were shivered almost to pieces, and forced out of the ship; four of her main deck guns were thrown in upon the hulk's deck; and several bodies, pieces of the wreck, &c. were seen to be thrown as high as her main-top-gallant-mast head.

The cause of this dreadful accident in all probability will never be discovered, as it is most reasonable to suppose that the person from whose imprudence it was occasioned, shared the fate of his miserable companions.

Several attempts were made by Mr. Hemmings, the master attendant at Plymouth, to weigh the Amphion; in which about the middle of November, by much perseverance he was able to succeed in dragging the wreck to the dock-yard jetty to be broken up.

On the 7th of October Vice Admiral Sir Alan Gardner returned to Spithead from a cruize; at the same time the West-India convoy arrived, under the protection of the Ganges, of 74 guns, Captain M'Dougal.

On

On the 8th Spain declared war against Great Britain.* A.D.

Vice Admiral Charles Thompson, and Rear Admiral Sir Roger Curtis, Bt. cruized to the westward with separate squadrons † 1796

On the 3d of November, the *Helena* sloop of war, commanded by Captain John Symons, was lost on the coast of Holland, and the crew perished.

On the 17th of November Rear Admirals Christian and Pole arrived in the *Beaulieu* frigate from the West-Indies.

On the 7th of December the *Reunion*, of 36 guns, commanded by Captain Henry William Baynton, struck on a sand bank in the Swin, and was totally lost. The crew, excepting three, were saved.

On the 9th, the squadron cruizing on the coast of France under Sir Edward Pellew, fell in with and was chased by that of the French under Rear Admiral Richery, from L'Orient to Brest.‡

About the same time Captain Blanket arrived in the *America* with the convoy from the East-Indies.

On the 16th of December the French fleet, consisting of 17 sail of the line, several frigates, and other armed vessels, sailed from Brest Road in three divisions, the van commanded by Rear Admiral Neilly; the center by Admiral Morand de Galles; and the rear by Rear Admiral Bouvet.§ On board of this fleet were embarked 25,000 troops, under the command of General Hoche: a considerable train of artillery, with a vast quantity of military stores and ammunition was on board the transports. The destination of this immense armament was kept a profound secret. Their first onset was not very propitious; two ships of the line (*Le Nestor* and *Pégasse*) having ran foul of each other, received so much damage, that it was necessary for the fleet to anchor in the road of Berthaume, in order to have them repaired. On the next day the fleet again got under sail, when a disaster still more serious happened; *Le Seduisant*, of 74 guns, was driven upon the rocks and entirely lost; the crew, which consisted of 1800 men, including soldiers, perished, excepting about 60.

* State of the Spanish Navy, Appendix, Chap. I. No.

† Appendix, Chap. II. No. 321.

‡ Appendix, Chap. II. No. 322.

§ Appendix, Chap. II. No. 324.

A.D. 1796 On the 22d the French fleet was discovered off the S. W. coast of Ireland, and the next day was dispersed in a heavy gale: on the 24th a part of it anchored in Bantry Bay, near Bear Haven. The instant Vice Admiral Kingmill was informed of their arrival, he dispatched Captain Pulling of the navy, overland, to reconnoitre their force and situation; who reported that it consisted of six ships of the line, three Razeé's, four frigates, two brigs, and two luggers; the remainder of the fleet and transports were not in sight. The wind at this time blowing a very strong gale, and a heavy sea, he considered the ships to be in imminent danger. A boat which was passing from one ship to another, was driven on shore with a French lieutenant and seven men, who were made prisoners by the natives.

On the same day Vice Admiral Sir George Keith Elphinstone, arrived at Crookhaven from the Cape of Good Hope; and having learnt that the French fleet was upon the coast, and had been dispersed in a gale of wind, he made every preparation to put to sea with the Monarch and Daphne.

Vice Admiral Colpoys, who had been driven from his station off Brest, by the same gale of wind which had given the enemy an opportunity to escape his vigilance; when stretching in to regain it on the 26th, the wind still blowing very hard, with thick foggy weather, he discovered six sail of the enemy's line of battle ships standing towards him; which, upon perceiving their mistake, crowded all the sail they could set, and stood in shore; notwithstanding the admiral pursued them very closely, they effected their escape into port L'Orient.*

On the 27th the French ships in Bantry Bay were driven to sea in a violent gale of wind from the S. S. E.

On the 29th a large ship was seen to go down off Cape Clear, supposed to be one of the French ships *armé en flute*.

On the 30th, L'Impatiente French frigate of 44 guns, 320 seamen, and 250 soldiers, was wrecked near the Mizen Head, Crookhaven; the pilot and five men were only saved.

On the 30th Rear Admiral Mann arrived at Plymouth

* These ships sailed from Toulon, and passed the Straits when Admiral Sir John Jervis was lying in Gibraltar Bay.

from the Mediterranean;* and the Adamant, of 50 guns, Captain Warre, with the trade from Lisbon and Oporto. A.D. 1796

On the 31st two French ships of 74 guns each, one of which was dismasted, two large frigates, and a lugger, were driven into Bantry Bay as far up as Whiddy Island, and obliged to anchor; here they refitted in the best manner they were able, and put to sea the first favourable opportunity.

On the same day Vice Admiral Colpoys arrived at Spithead, having been forced in by stress of weather, in which many of the ships of his squadron suffered material damage; and from the length of his cruize were short of provisions and water.†

Nine sail more of French ships appeared off the Shannon, where they detained a pilot boat with a revenue officer, who had been sent out to reconnoitre.

After having been exposed to most tempestuous weather, and encountered a variety of difficulties, those of the French fleet which had escaped the activity of our cruizers, and shipwreck, reached Brest and Rochfort towards the middle of January, 1797, in a most wretched condition.‡

MEDITERRANEAN.

Admiral Sir John Jervis, who now commanded his Majesty's fleet on this station, narrowly watched the motions of the enemy at Toulon, and detached squadrons and single ships were employed with much success against the enemy.§

On the 9th of March the Egmont, Captain John Sutton, captured La Sardine French corvette of 22 guns, and retook the Nemesis frigate of 28, which had been captured towards the end of last year between Salonica and Smyrna, by three French frigates.

On the evening of the 20th of April, Captain Freemantle, in the Inconstant frigate, of 36 guns, captured, without resistance, L'Unité, French frigate, of 34 guns and 218 men, which was at anchor off Cape Bon; the crew made an attempt to set her on fire, but by the exertions of Lieutenant Hutchinson, it was entirely extinguished, without doing any material damage.

* Appendix, Chap. II. No. 322.

† Appendix, Chap. II. No. 323, and No. 325. a list of the ship employed at home as cruizers, and with convoys, &c.

‡ Appendix, Chap. II. No. 324.

§ Appendix, Chap. II. No. 326.

A. D.

1796

Mediterranean,

Sir J. Jervis, K. B. Admiral of the Blue,	Victory	110
Sir H. Parker, Knt. Vice Ad. of the Red,	St. George	98
	<i>In March,</i> Britannia	110
R. Linzee, Esq. Vice Ad. of the White	Princess R.	98
Hon. W. Waldgrave, Vice Ad. of the Blue,	Barfleur	98
Robert Mann, Esq. Rear Ad. of the Red,	Wind. Castle	98
Horatio Nelson, Esq. Commodore,	Captain	74

America,

G. Murray, Esq. Vice Ad. of the White,	Resolution	74
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Newfoundland,

Sir J. Wallace, Kt. Vice Ad. of the White,	Romney	50
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Leeward Islands,

Sir J. Laforey, Bt. Admiral of the Blue,	Majestic	74
*H. Christian, Esq. Rear Ad. of the Blue,	Thunderer	74
C. M. Pole, Esq. Rear Ad. of the Blue,	Carnatic	74

Jamaica,

W. Parker, Esq. Rear Ad. of the Red,	Raisonable	74
	<i>In March,</i> Swiftsure	74
J. T. Duckworth, Esq. Commodore,	Leviathan	74

Cape of Good Hope,

Sir G. K. Elphinstone, K. B. Vice Ad. of the Blue,	Monarch	74
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East Indies,

P. Rainier, Esq. Rear Ad. of the Blue,	Suffolk	74
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OCCURRENCES AT AND NEAR HOME.

On the 26th of January, the Dutton transport, which had been forced into Plymouth from Admiral Christian's

* February 20th, Knight of the Bath.

In May Rear Admiral Pringle sailed in the Tremendous for the Cape of Good Hope.

In July Vice Admiral Sir Hyde Parker having returned from the Mediterranean, hoisted his flag on board the Queen, and failed to take the command of the squadron at Jamaica.

Rear Admiral Bligh failed also for the same station in the Brunswick.

In March Vice Admiral Vandéput hoisted his flag on board the St. Albans, to command on the coast of Portugal.

Towards the latter end of May Rear Admiral Henry Harvey failed from England in the Prince of Wales, to take the command at the Leeward Islands.

About the middle of December Vice Admiral Murray returned from Halifax in the Cleopatra.

fleet,

fleet, was driven ashore under the citadel in a heavy gale of wind; she had on board near 500 souls, most of whom would have perished had it not been for the manly and intrepid exertions of Sir Edward Pellew, who, at the risk of his life, got on board the Dutton by a rope extended from the ship to the shore. His presence prevented the confusion which existed, and by assuring the troops he would be the last man to quit the ship—the utmost serenity prevailed. In the course of the afternoon, every person on board was got safely on shore, excepting three or four who were killed by the falling of the masts. The ship soon after went to pieces.

For the manly conduct displayed by Sir Edward Pellew on this occasion, the Corporation of Plymouth presented him with its Freedom.

On the 29th, a part of the squadron, with 50 sail of transports and merchantmen out of about 300, which had sailed early in December for the West Indies, under Rear Admiral Christian, were obliged to return to Spithead, many of them in a very disabled condition; having for seven weeks encountered most tempestuous weather. The rest of the ships of war and several of the merchant-vessels arrived safe at the places of their destination; others not so fortunate, were taken by the enemy's cruizers or lost*.

On the 9th of February, a court-martial assembled on board the Prince George at Portsmouth, to try Captain James Norman of the Medusa, on charges exhibited against him, for not having paid proper attention to the homeward bound Jamaica convoy committed to his care, by carrying so much sail as to prevent their keeping up with him, by which means several of them were captured.

The following were the members who composed the Court, viz.

President,

Sir Roger Curtis, Rear Admiral of the Red.

Henry Hervey, Esq. Rd. Rodney Bligh, Esq.
Rear Admirals of the Red.

Captains,

Cha. Edm. Nugent,	S. Charles Cotton,
John Hare Whitshed,	Robert Montague,

* Appendix, Chap II., No. 308.

A.D.
1796Sir James Saumarez,
John Thomas,
Ed. Thornborough,Ed. Dodd,
Sir Rd. Bickerton,
Ja. Vashon.

The Court continued to sit (Sunday's excepted) till the 1st of March; when it appeared on the face of the evidence that the charges were proved in part; Captain James Norman was therefore sentenced to be reprimanded, and to remain on half pay during his life.

On the 10th of February, Vice Admiral Gardner sailed from St. Helen's, with a Squadron of ships of war on a cruize to the westward, and to escort the outward-bound trade to a certain latitude; he was soon after forced back to Spithead, by strong westerly winds. On the 23d, the admiral again sailed with such of the convoy as were ready*.

On the 25th, that part of the West India convoy, which had taken shelter from the stormy weather in Cork, sailed under the protection of Captain George Bowen of the Canada†.

On the 29th, the Honourable Vice Admiral Cornwallis, sailed from Portsmouth, with the remainder of the transports and merchantmen bound to the West Indies; at the same time Rear Admiral Harvey‡ sailed on a cruize in quest of the Dutch fleet which had put to sea; supposed to consist of eight or ten sail of the line, eight large frigates, and two cutters. A brig sent to reconnoitre the Texel, fell in with the above Squadron, and was chased down to the ships cruizing under Rear Admiral Pringle.

On the 10th of March, the court-martial sitting to try Captain Thomas Affleck, late of his Majesty's ship the Amethyst, for the loss of the said ship, passed the following sentence, viz.

That the loss of his Majesty's ship the Amethyst, was occasioned by her striking on a rock near the Island of Guernsey, and by a hole being thereby beaten in her bottom, and that the same was attributable to the misconduct of the said Captain Thomas Affleck, and the Court do adjudge him to be reduced from his rank on the list of Post Captain to the bottom of the said list, and to be incapable

* Appendix, Chap. II. No. 309.

† Appendix, Chap. II. No. 310.

‡ Appendix, Chap. II. No. 311.

of being again employed in his Majesty's naval service A.D. during the remainder of his life; and the Court further 1796 agree, that the loss of the said ship was not attributable to any misconduct in any other of the officers or company of the said ship and adjudge them to be acquitted.

On the 12th of March, the fleet under Admiral Duncan, sailed from Yarmouth, and the next day joined the squadron under Rear Admiral Pringle*.

On the 14th, Vice Admiral Cornwallis returned to Spithead in the Royal Sovereign very much disabled, having ran foul of the Bellesarius transport in a gale of wind. This transport had on board upwards of 300 souls, 130 of whom got on board the Royal Sovereign: many fell between the ships in their attempt to jump on board, and were crushed to death. It was for some time believed that the rest had perished with the ship, but she with much difficulty reached Corunna, in a most crippled condition.

On the 17th, Sir Sidney Smith in the Diamond, with the Liberty brig, commanded by Lieutenant M'Kinley, and the Aristocrate lugger, Lieutenant Goslet, having received information that a convoy, consisting of a corvette, four brigs, two sloops, and two luggers, had taken shelter in the small port of Herqui, near Cape Frehel, proceeded thither, notwithstanding the channel was narrow and intricate, they stood in, and attacked the enemy's batteries, which were most gallantly stormed and carried by a party of seamen and marines, under Lieutenant Pine of the Diamond, and Lieutenant Carter of the marines; both of whom were badly wounded, the latter mortally. The enemy's vessels having ran aground without a possibility of getting them off, Sir Sidney Smith ordered them to be destroyed. The corvette was L'Etourdie, of 16 guns. In this attack two seamen were killed, and five wounded.

On the 20th Rear Admiral Christian sailed from Spithead with such of the transports and merchantmen as were ready bound to the West-Indies.†

At day break on the 30th of March, the squadron under Sir John Borlase Warren being about three or four miles from the Saints, discovered and gave chase to a convoy of

* Appendix, Chap. II, No. 312.

† Appendix, Chap. II, No. 313.

A. D. the enemy which were steering in for the land.* At ten
 1796 A. M. four of the merchant vessels were captured, and ordered to proceed under charge of the Valiant lugger, to the nearest port. Sir John Warren continued in pursuit of the men of war, who were formed in line a-head to windward, still endeavouring to preserve their distance, and to avoid an action. The British ships soon arrived within half gun shot of the enemy to leeward, and exchanged broadsides as they passed each other on opposite tacks. So soon as the sternmost ship was clear of the enemy's line, Sir John Warren tacked, obtained the wind, and instantly bore down in close order, to endeavour to break their line, and cut off the rear ships; but the enemy bore away, and making all sail possible, stood into the narrow part of the Ray de Fontenoy among the rocks; he was however fortunate enough to cut off the rear ship. Night approaching, and Sir John Warren being unacquainted with the passage, he did not think it proper to continue the pursuit at the risk of losing some of the ships in so difficult a pass.

On the 7th of April Lord Bridport was appointed general port admiral, with the additional allowance of a guinea a day and his table expences: also ten bargemen at 5s. per day and provisions.

On the 7th of April Sir John Warren, with the boats of his squadron, captured part of a small convoy of the enemy between the Saints and the Continent, laden with wheat and flour, escorted by Le Voltigeur brig corvette of 16 guns, which escaped, by running close in with the rocks off Camaret Point.

BRITISH.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
* La Pomone, -	44	Sir J. B. Warren, K. B.
Artois, -	38	Sir Edward Nagle.
Anson, -	44	C. P. Durham.
Galatea, -	56	R. G. Keates, 2 killed, 6 wounded

FRENCH.

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
La Proterpine, -	44	500	Commodore Dogier, escaped
L'Unite, -	40	400	Captain Durand, ditto
La Coquille, -	40	400	, ditto
La Tamire, -	32	300	Capt. Fradie, ditto
L'Etoile, -	30	160	Capt. Berthelie, taken
La Cygnone, -	22	150	Capt. Pilet, escaped
La Manche, (brig) -	20	10	went off with the convoy

A ship and three brigs of the convoy were taken.

On

For the protection which the trade and commerce of Great Britain had received from the squadron under Sir John Warren; *the Committee of Merchant Seamen for the encouragement of the capture of the enemy's privateers*, presented him with a sword of the value of one hundred guineas. A.D.
1796

On the 15th, he captured *La Robuste* ship corvette of 22 guns, and 145 men: she was added to the navy, and named the *Scourge*.

On the 9th of April the squadron under Sir Edward Pellew being on a cruize off the coast of France, fell in with, and captured a French convoy: *La Volage*, of 26 guns, the frigate under whose protection it was, was driven on shore.

On the 12th Vice Admiral Colpoys sailed on a cruize to the westward; at the same time the trade for the Mediterranean and the West-Indies, under Vice Admiral Van-deput and Rear Admiral Pole.*

On the 13th of April the squadron under the command of Sir Edward Pellew, being on a cruize off Ushant,† at four in the afternoon discovered and gave chase to a French frigate at some distance to windward. The *Revolutionaire* being considerably astern of the rest of the ships, was directed by signal to tack, in order to cut off the chase from the shore. The night setting in extremely dark, the enemy thought to escape the vigilance of Captain Cole, and at nine o'clock bore up, but not unobserved by that attentive officer, who closed with her at half past eleven, when not being able to prevail upon her commander to surrender without resistance, he opened a close and well directed fire upon her, which was faintly returned, and after the second broadside, she struck. At this moment Captain Cole had given directions to board the enemy, as the ships were going at the rate of ten knots, under a press of sail, and drawing near the shore. She proved to be the National frigate *L'Unité*, commanded by M. Durand, from L'Orient to Rochfort, mounting 38 guns, and 255 men,

* Appendix, Chap. II. No. 314.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
† <i>Indefatigable</i> ,	- 44	Sir Edward Pellew.
<i>Argo</i> ,	- 44	——— Bowen
<i>Revolutionaire</i> ,	- 40	Francis Cole
<i>Concorde</i> ,	- 36	Anthony Hunt
<i>Amazon</i> ,	- 32	Carthew Reynolds

A.D. 1796 nine of whom were killed, and eleven wounded. The Revolutionaire had not a man hurt.

L'Unité was added to the navy. On board her were Madame Le Large, wife to the governor of Rochfort, and family; who, with her son, an ensign of the frigate, Sir Edward Pellew, with great feeling and politeness suffered to return to France in a neutral vessel, taking the parole of the young man not to serve until exchanged.

On the morning of the 20th, whilst Sir Edward Pellew was laying to with his squadron under the Lizard, waiting till La Revolutionaire, with her prize L'Unite, had got safe into Falmouth, he observed a large ship standing in from the sea, which, when the private signal was made, tacked, and stood off. Sir Edward Pellew, certain of its being an enemy's frigate, immediately gave chase, in company with the Amazon and Concorde. About midnight, after a chase of 15 hours, and having run 168 miles; the Indefatigable, by her superior sailing, got alongside of the enemy, and brought her to close action, which continued without intermission, under a croud of sail, for one hour and forty-five minutes. At this time the enemy's ship, whose commander defended her with great bravery, had her mizen mast and main top mast shot away; in this situation the Indefatigable unavoidably shot a-head; her mizen top-mast and gaff being gone, and the main top sail rendered useless, with her running rigging cut to pieces, she had no sail to back, until new braces could be reeved; neither did Sir Edward Pellew think it prudent to throw his ship in the wind, lest he should be exposed to a raking fire; he therefore remained at a proper distance a-head of the enemy, until he might be enabled to renew the attack. Just at this moment La Concorde ranged up under the enemy's stern, and Captain Hunt was preparing to rake her, when she fired a gun to leeward, and surrendered, with the loss of 15 men killed, 17 badly wounded, and 10 slightly. She proved to be the French national frigate La Virginia, of 44 guns, 18 pounders on the main deck, and nines on the quarter deck and forecastle, manned with 340 men, and commanded by M. Bergeret, Capitaine de Vaisseau, from Brest, bound on a cruize off the Lizard. When taken possession of, her hull was a complete sieve, and four feet water in her hold.

Being a fine new frigate, she was added to the navy; and when

when repaired, was commanded by Captain Anthony A.D.
Hunt. 1796

In this action the Indefatigable had none killed or wounded.

On the 17th of April a court-martial was held on board the Orion, in Portsmouth harbour, upon the honourable Vice Admiral Cornwallis. The members who composed the court were as follows :

President,

Earl Howe, Admiral of the Fleet.

Sir Peter Parker, Bart.

George Vandeput, Esq. Vice Admiral of the White.

John Colpoys, Esq. Vice Admiral of the Blue.

Henry Hervey, Esq. Rear Admiral of the Red.

Charles Maurice Pole, Esq. Rear Admiral of the Blue.

Lord Bridport, Admiral of the White.

Sir Alan Gardner, Bart. Vice Ad. of the White.

Sir Roger Curtis, Bart. Rear Admiral of the Red.

R. R. Bligh, Esq. Rear Admiral of the Red.

Captains.

Charles Edward Nugent, Esq.

Charles P. Hamilton, Esq.

Edmund Dodd, Esq.

Judge Advocate, Sir George Jackson, Bart.

Three charges were exhibited by the admiralty against the Vice Admiral. The substance of them is as follows : First, that Admiral Cornwallis, after having sailed from England for the West-Indies, and proceeded a considerable way in the voyage, did return contrary to the orders he had received.

Secondly, that not having a sufficient regard to the importance of the situation of a commander in chief, he omitted to shift his flag on board of some other ship of his squadron, after the Royal Sovereign had been disabled, in order to proceed, as he ought to have done, to the place of his destination; but that instead of doing so, he gave his instructions, and the command of the convoy to another officer.

And, thirdly, that after his return he had disobeyed another order of the board of admiralty, by not hoisting his flag on board the Astrea frigate, and proceeding to the West-Indies, as he had been ordered by their Lordships.

A. D.
1796

As the trial took place in consequence of an order from the board of admiralty, no prosecutor appeared personally. After the orders which the admiral had received from the board were read, together with the correspondence between him and it, he was put upon his defence, and the evidence heard in his behalf. On the , the Court passed the following sentence, which was read by the Judge Advocate.

“ That the Court having heard the evidence in support of
“ the charges exhibited against the honourable William
“ Cornwallis, Vice Admiral of the Red; and having heard
“ his defence, and the evidence in his behalf; and having
“ maturely weighed and considered the same, were of opi-
“ nion,

“ That, with respect to the two first charges, of his re-
“ turning without leave, after having been ordered to pro-
“ ceed to Barbadoes, and of his disobeying the orders he
“ had received, *misconduct was imputable to him*, for not
“ having shifted his flag on board the Mars or Minotaur,
“ and proceeded in either of them to the West-Indies.
“ But in consideration of other circumstances, the Court
“ *acquitted him of any disobedience* in his conduct on that oc-
“ casion.

“ With respect to the third charge, of his having after
“ his return, disobeyed the orders of the board of admiralty,
“ in not going out to the West-Indies in the Astrea frigate,
“ the Court were of opinion that the charge *was not proved*,
“ and therefore *acquitted* Admiral Cornwallis upon that
“ charge.”

On the 18th of April Sir William Sidney Smith, of the Diamond frigate, being on a cruize off Havre de Grace, discovered in the outer road a lugger privateer, which in the night he boarded and took with the boats of his squadron; but the flood tide setting strong in, he was obliged to anchor; some time after the cable was either cut by one of the prisoners, or parted, by which the lugger was driven a considerable way up the Seine, and above the forts. In this situation Sir Sidney Smith was attacked by several gunboats and other armed vessels; after some resistance he was obliged to surrender.

On the 27th of April Captain Edward James Foote, in the Niger frigate, chased, by signal from the squadron under Admiral Colpoys, an enemy's cruizer, which at sun set anchored among the rocks off the Penmarks. Captain Foote having
got

got as near to her as the depth of water would permit, anchored with a spring on his cable, and kept up a brisk fire on the enemy till nine o'clock, when he dispatched the barge and cutters of the Niger, under the command of Messrs. Long and Thompson, the first and third lieutenants, with orders to destroy the vessel if they could not bring her off. At half past ten the boats returned, having effectually performed this service, but not without an obstinate resistance from the enemy, many of whom were killed and wounded. She proved to be the National corvette lugger *L'Ecuriel*, of 18 guns, and 105 men, commanded by M. Rousseau.

Lieutenant Long, Mr. James Patten, midshipman, and five men were wounded in the Niger's boats.

On the same day the *Albion*, of 74 guns, Captain Henry Savage, was lost on a sand bank, called the Middle, on her passage down the Swin; the crew was saved by the *Astrea* frigate.

Admiral Duncan having received intelligence that a small Dutch Squadron had sailed from Norway, dispatched Captain Halsted, in the *Phoenix*, with the *Leopard*, *Pegasus*, and *Sylph* sloop in quest of them. Early in the morning on the 12th of May the enemy were seen to leeward, consisting of a frigate, three armed brigs and a cutter. Captain Halsted immediately gave chase, upon which the brigs bore up, and were followed by the *Pegasus* and *Sylph*. The frigate was closely pursued by the *Phoenix*. At a quarter past eight A. M. being close up on her weather quarter, she hoisted Dutch colours, upon which Captain Halsted ordered a shot to be fired across her; and ranging up to windward, commenced a close and brisk action, which continued about twenty minutes, when she struck; and proved to be the *Argo* Dutch frigate, of 36 guns and 236 men; six of whom were killed, and twenty-eight wounded.

The *Phoenix* had one man killed and three wounded.

Two of the brigs, the *Echo*, of 18, and *De Gier*, of 14 guns, were driven on shore by the *Pegasus* and *Sylph*, about ten leagues to the eastward of the Texel. Admiral Duncan with the Squadron chased the other brig, which was taken possession of by the *Sylph*; she proved to be the *Mercury*, of 16 guns, 14 of which she threw overboard during the chase, and manned with 85 men. The next day the cutter was brought into the fleet; she was the

A.D. 1796 Duke of York bye-boat, captured on the 11th by the Dutch frigate.

The Argo was added to the navy, and called the Janus; and the Mercury the Hermes.

Admiral Duncan continued to cruize with unremitting vigilance, in conjunction with the Russian fleet, off the coast of Holland, and kept the Dutch completely blocked up in the Texel. The Empress of Russia, unsolicited, honoured Admiral Duncan with the Imperial Order of Alexander Newski.

On the 17th of May Rear Admiral Lord Hugh Seymour sailed on a cruize to the westward; at the same time Rear Admiral Harvey sailed with the trade for the East and West-Indies.*

On the same day Captain Nathaniel Tomlinson, in *La Suffisante* sloop of war, being on a cruize off the Lizard, discovered a sail, which, after a chase of eleven hours, he came up with between Ushant and the Main; when, after a smart action of half an hour, she struck, and proved to be *La Revanche* (brig) privateer of 12 guns, and 85 men, commanded by Mon. G. H. Draveman, an old experienced seaman. The privateer had two men killed and seven wounded: *La Suffisante* one man wounded.

On the 22d of May Rear Admiral Sir Roger Curtis sailed from St. Helens on a cruize to the westward.†

At day break on the morning of the 8th of June, the *Unicorn*, of 32 guns, Captain Thomas Williams, and *Santa Margaritta*, of 36, Captain Thomas Byam Martin, being on a cruize about 17 leagues to the westward of Scilly, discovered three large ships about two or three miles distant on their lee beams, to which they immediately gave chase. The chase soon afterwards edged away, and were perceived to be enemy's ships of war, two frigates and a large ship corvette. At nine A. M. they formed in a close bow and quarter line, still going off, the largest ship under a more easy sail for the support of his squadron. The corvette being the worst sailer, gradually hauled out to windward, as if with the intention of being in readiness to support which ever of her friends were most in need of it. At half past eleven o'clock, the *Margaritta*, by her superior sailing, arrived within gun shot of the enemy; but as they

* Appendix, Chap. II. No. 315.

† Appendix, Chap. II. No. 316.

appeared to close for the mutual support of each other, and the Unicorn being at some distance a-stern, Captain Martin judged it most prudent to wait for her coming up to attack at the same time the French Commodore, which had been previously agreed upon between the British commanders. At one in the forenoon having approached to within three quarters of a mile, the two frigates hoisted French colours, the largest a commodore's broad pendant, and instantly commenced a brisk fire from their stern chace guns, now and then yawing to discharge their broadsides. At four o'clock the sternmost ship finding it impossible to escape, and to avoid the fire of the Margaritta, bore round up, and endeavoured to rake her, in which he was baffled by a most skilful manœuvre of Captain Martin, who placed his ship with great judgment and gallantry close alongside of his opponent, and in less than twenty minutes compelled him to strike. She proved to be the Thames, of 36 guns, and 320 men, commanded by M. Farden. The enemy had 32 men killed, and 19 wounded: the Margaritta only two killed and wounded.

The commodore seeing the fate of his companion, made all the sail he could, and endeavoured to gain the windward of the Unicorn; but by the judicious and seamanlike conduct of Captain Williams, his attempt proved unsuccessful. The parity of sailing in the two ships was such, that a running fight was kept up for ten hours, in which time they had ran 210 miles; when Captain Williams had the good fortune to get close alongside of his antagonist; a sharp contest ensued, and continued with great impetuosity for 35 minutes, when, on clearing up of the smoke, the enemy was observed to have dropped on the Unicorn's quarter, with the intention to cross her stern, and gain the wind; this manœuvre of the Frenchman's was most skilfully defeated, by Captain Williams instantly throwing his sails aback, which gave the ship stern way, passed the enemy's bow, regained his station, and renewed the action with fresh vigour, which lasted only a few minutes, when, after much bravery and good seamanship having been displayed on both sides, the enemy's ship being completely dismantled, her fire ceased, and she surrendered. She proved to be La Tribune, commanded by Commodore Moulson, pierced for 48 guns, but only 44 mounted, and 337 men, 37 of whom were killed; the commodore and 14 wounded.

A.D. 1796 It appears extraordinary, that after so long and obstinate a conflict, not a man was killed or wounded on board the Unicorn.

On the 6th of June Commodore Moulson had sailed from Brest on a cruize with a squadron of frigates, consisting of La Tribune, of 44, La Proserpine, 38, La Thames, 36; and La Legere, of 24. The evening before the action La Proserpine had parted company in a fog.*

On the 13th Lord Amelius Beauclerk, in the Dryad, of 36 guns, being on a cruize off Cape Clear, fell in with, and after a most spirited action, which lasted 45 minutes, captured La Proserpine French frigate, commanded by M. Perrieu, mounting 26 eighteen pounders, 12 nines, and four 32 pound carronades, with 348 men, of whom 30 were killed, and 45 wounded. The Dryad had two killed and seven wounded. La Proserpine was added to the navy, and called the Amelia.

On the 8th of June the Jason Dutch frigate, commanded by Captain Donckum, of 36 guns, and 200 men, was carried into Greenock by the crew, who had mutinied, and confined the captain and principal officers. She was taken possession of by the Penguin sloop, Captain Pullen. This ship was one of Admiral Lucas's squadron, destined for the East-Indies; but having received damage in a gale of wind, she was obliged to return.

On the 22d of June the only remaining ship of Commodore Moulson's squadron La Legere, commanded by M. Carpentier, of 22 guns, and 168 men, was captured off Cape Clear, after exchanging a few shot in a running fight with the Apollo and Doris frigates.

On the 27th Captain Tomlinson, in the Suffisante sloop of war, between Ushant and the Isle of Bas, after a chase of some hours, captured the Margen French privateer of 16 guns, and recaptured six merchantmen, five of which were from Oporto, laden with wine, &c.; the other from London to Dublin with dry goods.

On the same day sailed from St. Helens on a cruize, and to escort the East-India ships to a certain latitude, Vice Admiral Colpoys.†

On the 15th of July Captain Henry Trollop, in the

* For this gallant action Captain Williams had the honour of knighthood conferred on him.

† Appendix, Chap. II. No. 317.

Glatton, of 54 guns,* having sailed from Yarmouth Roads A.D. 1796 to join the squadron cruizing off the Texel, under the command of Captain Savage. At one in the afternoon on the 16th, being then about four or five leagues from Helvoet, discovered a squadron of ships of war, which, on his nearer approach, he perceived to consist of six large frigates, a brig and a cutter. One of these appeared to mount 50 guns, two 36, and the other three 28 guns each. By the manner in which they manœuvred, and not answering the private signal, Captain Trollop was convinced they were enemies. Not intimidated by their vast superiority, he instantly cleared for action, and resolutely bore down to attack them. At ten P. M. having got close alongside of the third ship in the enemy's line, he hailed her, and finding it to be a French squadron, desired her commander to strike his colours, which was returned with a broadside. A smart action now commenced within twenty yards, and soon became general; the two headmost ships tacked, one placing herself alongside to windward, and the other on the bow. The ships a-stern engaged the Glatton on the lee quarter and stern. In this situation a most furious cannonade was kept up, the Glatton engaging on both sides, so near that her yard arms were nearly touching those of the enemy. In twenty minutes, from the superior and heavy fire of the Glatton, the enemy began to sheer off; and from the evident marks of confusion and disorder which appeared on board their ships, could Captain Trollope have pursued them, his gallantry would have been rewarded by a most complete victory. In attempting to wear after them, he found his masts, rigging, and sails so much wounded and cut to pieces, that all his efforts were ineffectual.

At seven o'clock the next morning, by the activity and exertions of his officers and men, the ship was in a state to carry sail and renew the action: the enemy were at this time seen going off steering for Flushing. Captain Trollop continued to follow them till nine o'clock, when they were within three leagues of the above port; without any hopes of being joined by any of his Majesty's cruizers to assist him, and the wind blowing fresh on the shore, he judged it most prudent, in the disabled state of his ship, to

* The Glatton was one of those Indiaman purchased by government, and mounted with 68 pound carronades.

A.D. haul off, and return to Yarmouth to refit. In this unequal
1796 conflict the Glatton had not a man killed.

Captain Strangeways, of the marines, and a corporal, were the only two wounded: the former, though dangerously in the thigh, insisted on returning to his quarters; till being faint with the loss of blood, he was obliged to be carried off the deck. This gallant officer soon after died of the wound.

His Majesty conferred the honour of knighthood on Captain Henry Trollop; and the merchants of London voted him a piece of plate value 100 guineas, in testimony of the sense they entertained of his very gallant conduct in the above action, and the protection he had thereby afforded to the commerce of Great Britain.

On the 7th of August the Squadron under Sir John Borlase Warren, chased into Dovavnoney bay, near Brest, a French convoy, under the protection of a frigate and a brig corvette of 18 guns, which were driven ashore, and the cutter bilged; as were also a transport of 600 tons, and a schooner of 80. Five brigs, two chasse marées, and a dogger, were abandoned by their crews and burnt.

On the 11th Vice Admiral Sir Hyde Parker sailed from Portsmouth, having under his convoy the trade bound to the East and West-Indies, &c.*

On the 16th of August the Squadron under Lord Hugh Seymour arrived at Spithead from a cruize; and Vice Admiral Sir Alan Gardner sailed from St. Helens.†

On the 22d the Squadron under Sir John Borlase Warren being on a cruize on the coast of France, after a chase of some hours, drove on shore, and afterwards destroyed near Arcasson, L'Andromaque French frigate of 48 guns, and 300 men, many of whom perished in their attempt to get on shore. This frigate belonged to a division of French frigates on a cruize.‡

Sir

* Appendix, Chap. II. No. 318.

† Appendix, Chap. II. No. 319.

‡ French Frigates on a cruize.

<i>Ships.</i>		<i>Guns.</i>
L'Andromaque,	-	48
La Naiade,	-	44
La Decade,	-	42
Le Bayonneuse,	-	28

Sir

Sir John Warren also captured three small vessels laden with wine and brandy; and destroyed six others at the mouth of the Garonne. A.D. 1796

On the 19th of August a treaty of alliance, offensive and defensive, was concluded between the French Republic and the King of Spain.

On the 27th of August Vice Admiral Colpoys returned from his cruize; at the same time arrived at Portsmouth the Mediterranean, Lisbon, and West-India convoys, under the protection of Vice Admiral Linzee, and Rear Admiral William Parker.*

By the King's order in council, dated the 21st of September, the pay of the lieutenants of his Majesty's fleet was augmented, in consequence of a memorial presented to the Lords Commissioners of the Admiralty, and by them laid before the King in Council, viz.

FULL PAY.

Lieutenants serving in ships bearing the flag of an admiral or commodore, with a captain under him, 5s. 6d. per day; in all other ships 5s. per day, besides one servant as was usual.

Lieutenants commanding his Majesty's armed cutters, luggers, and other vessels of a similar class, two servants.

Lieutenants in the command of hired armed vessels only one servant.

Whenever called in service, sixpence per mile will be allowed travelling expences.

HALF PAY.

Fifty senior lieutenants are superannuated at 6s. per day, to retire with the rank of commanders. Their widows to have a pension of 45l. per annum.

First hundred subject to be called on service, 5s. per day.

Next hundred 3s. 6d. per day, and the rest 3s.

About four o'clock in the afternoon of the 22d of Sep.

Sir John Borlase Warren's Squadron.

<i>Ships.</i>		<i>Guns.</i>	<i>Commanders.</i>
La Pomone,	-	44	Sir J. B. Warren
Artois,	-	38	Sir Edward Nagle
Anson.	-	44	P. C. Durham
Galatea,	-	32	R. G. Keates
Sylph,	-	16	J. C. White

* Appendix, Chap. II. No. 320.

A.D. 1796 tember, the fore magazine of the *Amphion* frigate, of 32 guns, then lying alongside the sheer hulk in Hamoaze refitting, by some accident took fire and blew up; which had such an effect as to rip the upper works in the fore part of the ship to atoms, and she almost immediately sunk in ten fathoms water. The number of the ship's company and visitors (of which there were several) unfortunately on board at the time, from the best accounts, was nearly 300, not more than 40 of whom were saved, several of these severely wounded. Captain Pellew, her commander; Captain Swaffield, of the *Overysfel*, of 64 guns, and a lieutenant, were in the cabin at dinner; hearing a kind of rumbling noise immediately preceding the blowing up, Captain Pellew and the lieutenant ran into the quarter gallery nearest the sheer hulk, on whose deck Captain Pellew was instantaneously thrown, whereby he received a severe blow on the head, and a contusion on his breast. The lieutenant was thrown into the water much wounded. Captain Swaffield, Mr. John Hearie, third lieutenant; Mr. John Mitchel, master; Mr. Charles M'Gowan, surgeon; Mr. Colin Campbell, lieutenant of marines; with the gunner, carpenter, and several of the midshipmen, perished.

Though the explosion was very great, yet it had but a trifling effect on shore, or even on board the ships near to which she lay. Her masts (excepting the mizen mast) were shivered almost to pieces, and forced out of the ship; four of her main deck guns were thrown in upon the hulk's deck; and several bodies, pieces of the wreck, &c. were seen to be thrown as high as her main-top-gallant-mast head.

The cause of this dreadful accident in all probability will never be discovered, as it is most reasonable to suppose that the person from whose imprudence it was occasioned, shared the fate of his miserable companions.

Several attempts were made by Mr. Hemmings, the master attendant at Plymouth, to weigh the *Amphion*; in which about the middle of November, by much perseverance he was able to succeed in dragging the wreck to the dock-yard jetty to be broken up.

On the 7th of October Vice Admiral Sir Alan Gardner returned to Spithead from a cruise; at the same time the West-India convoy arrived, under the protection of the *Ganges*, of 74 guns, Captain M'Dougal.

On

On the 8th Spain declared war against Great Britain.* A.D.

Vice Admiral Charles Thompson, and Rear Admiral 1796
Sir Roger Curtis, Bt. cruized to the westward with separate squadrons †

On the 3d of November, the Helena sloop of war, commanded by Captain John Symons, was lost on the coast of Holland, and the crew perished.

On the 17th of November Rear Admirals Christian and Pole arrived in the Beaulieu frigate from the West-Indies.

On the 7th of December the Reunion, of 36 guns, commanded by Captain Henry William Baynton, struck on a sand bank in the Swin, and was totally lost. The crew, excepting three, were saved.

On the 9th, the squadron cruizing on the coast of France under Sir Edward Pellew, fell in with and was chased by that of the French under Rear Admiral Richery, from L'Orient to Brest.‡

About the same time Captain Blanket arrived in the America with the convoy from the East-Indies.

On the 16th of December the French fleet, consisting of 17 sail of the line, several frigates, and other armed vessels, sailed from Brest Road in three divisions, the van commanded by Rear Admiral Neilly; the center by Admiral Morand de Galles; and the rear by Rear Admiral Bouvet.§ On board of this fleet were embarked 25,000 troops, under the command of General Hoche: a considerable train of artillery, with a vast quantity of military stores and ammunition was on board the transports. The destination of this immense armament was kept a profound secret. Their first onset was not very propitious; two ships of the line (Le Nestor and Pegasse) having ran foul of each other, received so much damage, that it was necessary for the fleet to anchor in the road of Berthaume, in order to have them repaired. On the next day the fleet again got under sail, when a disaster still more serious happened; Le Seduisant, of 74 guns, was driven upon the rocks and entirely lost; the crew, which consisted of 1800 men, including soldiers, perished, excepting about 60.

* State of the Spanish Navy, Appendix, Chap. I. No.

† Appendix, Chap. II. No. 321.

‡ Appendix, Chap. II. No. 322.

§ Appendix, Chap. II. No. 324.

A.D. 1796 On the 22d the French fleet was discovered off the S. W. coast of Ireland, and the next day was dispersed in a heavy gale: on the 24th a part of it anchored in Bantry Bay, near Bear Haven. The instant Vice Admiral Kingmill was informed of their arrival, he dispatched Captain Pulling of the navy, overland, to reconnoitre their force and situation; who reported that it consisted of six ships of the line, three Razeé's, four frigates, two brigs, and two luggers; the remainder of the fleet and transports were not in sight. The wind at this time blowing a very strong gale, and a heavy sea, he considered the ships to be in imminent danger. A boat which was passing from one ship to another, was driven on shore with a French lieutenant and seven men, who were made prisoners by the natives.

On the same day Vice Admiral Sir George Keith Elphinstone, arrived at Crookhaven from the Cape of Good Hope; and having learnt that the French fleet was upon the coast, and had been dispersed in a gale of wind, he made every preparation to put to sea with the Monarch and Daphne.

Vice Admiral Colpoys, who had been driven from his station off Brest, by the same gale of wind which had given the enemy an opportunity to escape his vigilance; when stretching in to regain it on the 26th, the wind still blowing very hard, with thick foggy weather, he discovered six sail of the enemy's line of battle ships standing towards him; which, upon perceiving their mistake, crowded all the sail they could set, and stood in shore; notwithstanding the admiral pursued them very closely, they effected their escape into port L'Orient.*

On the 27th the French ships in Bantry Bay were driven to sea in a violent gale of wind from the S. S. E.

On the 29th a large ship was seen to go down off Cape Clear, supposed to be one of the French ships *armé en flute*.

On the 30th, L'Impatiente French frigate of 44 guns, 320 seamen, and 250 soldiers, was wrecked near the Mizen Head, Crookhaven; the pilot and five men were only saved.

On the 30th Rear Admiral Mann arrived at Plymouth

* These ships sailed from Toulon, and passed the Straits when Admiral Sir John Jervis was lying in Gibraltar Bay.

from the Mediterranean;* and the Adamant, of 50 guns, Captain Warre, with the trade from Lisbon and Oporto. A.D. 1796

On the 31st two French ships of 74 guns each, one of which was dismasted, two large frigates, and a lugger, were driven into Bantry Bay as far up as Whiddy Island, and obliged to anchor; here they refitted in the best manner they were able, and put to sea the first favourable opportunity.

On the same day Vice Admiral Colpoys arrived at Spithead, having been forced in by stress of weather, in which many of the ships of his squadron suffered material damage; and from the length of his cruise were short of provisions and water.†

Nine sail more of French ships appeared off the Shannon, where they detained a pilot boat with a revenue officer, who had been sent out to reconnoitre.

After having been exposed to most tempestuous weather, and encountered a variety of difficulties, those of the French fleet which had escaped the activity of our cruizers, and shipwreck, reached Brest and Rochfort towards the middle of January, 1797, in a most wretched condition.‡

MEDITERRANEAN.

Admiral Sir John Jervis, who now commanded his Majesty's fleet on this station, narrowly watched the motions of the enemy at Toulon, and detached squadrons and single ships were employed with much success against the enemy.§

On the 9th of March the Egmont, Captain John Sutton, captured La Sardine French corvette of 22 guns, and retook the Nemesis frigate of 28, which had been captured towards the end of last year between Salonica and Smyrna, by three French frigates.

On the evening of the 20th of April, Captain Freemantle, in the Inconstant frigate, of 36 guns, captured, without resistance, L'Unité, French frigate, of 34 guns and 218 men, which was at anchor off Cape Bon; the crew made an attempt to set her on fire, but by the exertions of Lieutenant Hutchinson, it was entirely extinguished, without doing any material damage.

* Appendix, Chap. II. No. 322.

† Appendix, Chap. II. No. 323, and No. 325. a list of the ship employed at home as cruizers, and with convoys, &c.

‡ Appendix, Chap. II. No. 324.

§ Appendix, Chap. II. No. 326.

A.D. 1796 On the 25th, Commodore Nelson having received intelligence, that a convoy, laden with stores for the French army, had anchored at Loano, immediately proceeded off that place; on his approach, he was greatly disappointed to observe only four vessels lying under the batteries, which opened upon the ships* as they advanced into the bay; the fire was returned with great briskness. Under cover of which the boats of the ships were dispatched to board and bring off the vessels. This service they performed with great gallantry; notwithstanding a heavy fire of musketry was kept up on the boats from the shore, very near to which the vessels were lying. Lieutenant Noble of the Agamemnon was badly wounded, and two seamen belonging to the Meleager. The officers employed in the boats, and who greatly distinguished themselves were, Lieutenants Suckling, Noble, and Compton, of the Agamemnon.

Lieutenant Calverhouse, of the Meleager; Lieutenant Ryder, of the Diadem.

On the 31st of May, Commodore Nelson being in the Gulf of Genoa, gave chase to six vessels, which hoisted French colours, and anchored close under a battery. The Commodore directed Captain Cockburn, of the Meleager, to lead in, which he did, in a most officer-like manner; and at three o'clock in the afternoon, the Agamemnon and the Meleager anchored in less than four fathoms water. After a short resistance from the battery and vessels, they were taken possession of by the boats of the squadron, under a smart fire of musketry. The enemy, when they surrendered, cut their cables and ran their vessels on shore, but they were afterwards got off. The loss sustained on

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
* Agamemnon,	64	Commodore H. Nelson
Diadem,	64	G. H. Towry
Meleager,	32	G. Cockburn
Peterell,	16	C. Ogle

Vessels taken.

One ship of eight guns and twenty brass patteraroes, laden with corn and rice; one ketch, laden with muskets and cases of ammunition; one galley laden with wine; one ditto laden with corn.

this

this service was, one man killed and two wounded of the Agamemnon; one wounded belonging to the *Blanche**. A.D. 1796

On the 9th of June, Admiral Sir John Jervis being off Toulon, observed in the evening a French cruizer working-up Hieres bay, within the islands; upon which he directed Captain Macnamara, in the *Southampton*, to make a dash at her; which he performed with admirable spirit and alacrity; having pushed through the grand passage, Captain Macnamara hauled up under the batteries, on the N. E. end of Porquerolle, under an easy sail, in hopes that he might be mistaken for a neutral or French frigate; which stratagem succeeded so well, that he arrived within pistol shot of the enemy undiscovered. Captain Macnamara then hailed, and cautioned her commander not to make a fruitless resistance, who snapped a pistol at him and fired a broadside. Being at this time close to the heavy battery of Fort Breganson, Captain Macnamara instantly laid her on board, and Lieutenant Lydiard, at the head of the boarders, with the greatest intrepidity, entered and carried her in about ten minutes; notwithstanding he met with a spirited resistance from her Captain (who fell) and a hundred men under arms to receive him. After lashing the two ships together, Captain Macnamara found some difficulty in getting from under the battery, which kept up a very heavy fire. He, however, at about half after one o'clock in the morning, succeeded, and rejoined Sir John Jervis with his prize, *L'Utile* corvette of 24 guns, commanded by Francis Veyn, and 136 men, several of whom escaped on shore in

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
* <i>Agamemnon</i> ,	64	Commodore H. Nelson.
<i>Diadem</i> ,	64	G. H. Towry.
<i>Meleager</i> ,	32	Geo. Cockburn.
<i>Blanche</i> ,	32	Cha. Sawyer.
<i>Peterell</i> ,	16	C. Ogle.
<i>Speedy</i> , (brig)	16	Tho. Elphinstone.

Vessels taken.

La Genie (ketch) 3 eighteen pounders, 2 swivels, 60 men; *La Humero Dougel* (gun-boat) 1 eighteen-pounder, 4 swivels, 30 men.

Transports.

La Bonne Mere, 250 tons, laden with brass twenty-one-pounders, 13-inch mortars, and gun carriages; *La Verge de Consolation*, 120 tons, ditto; *La Jean Baptiste*, 100 tons, laden with provisions; Name unknown, 100 tons, Austrian prisoners; *St. Anne du Paiz*, 70 tons, laden with entrenching tools, destroyed.

A. D. the launch. About 25 were killed and wounded. The
1796 Southampton had only one man killed.

On the 27th of June, the English factory and emigrés, at Leghorn, were obliged to take refuge on board the ships of war and transports*, in consequence of the French troops having entered and taken possession of that place. To the indefatigable exertions, and perseverance of Captain Freemantle (who was the commanding officer) may be attributed the preservation of almost the whole of the merchandize, and all His Majesty's naval stores and provisions. About noon, the enemy opened their batteries upon the *Inconstant*; the convoy being at this time out of danger, Captain Freemantle got under sail and stood to sea. On the same day he was joined by Commodore Nelson, in the *Captain*, with the *Meleager* frigate, the latter of which was added to the convoy, and they proceeded for St. Fiorenzo.

On the 1st of July, a Court Martial assembled on board the *Barfleur*, at sea, to try Captain Chaloner Ogle, of the *Peterell* sloop of war, in consequence of a complaint preferred by Captain Wheaton, of the brig *Union*, which was captured whilst under his convoy.—The charge not being proved, Captain Ogle was honourably acquitted, and declared to be a zealous, attentive, and most diligent officer.

On the 10th, Commodore Nelson and Major Duncan took possession of the town and fort of Porto Ferrajo, on the Isle of Elbe, without any resistance†.

The Spanish fleet sailed from Cadiz, and passed the Straits of Gibraltar, where it fell in with and chased, with-

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
* <i>Inconstant</i> ,	36	Capt. J. F. Freemantle.
<i>Gorgon</i> (S. S.)	22	Capt. Cha. Craven.
<i>Comet</i> (F. S.)	14	Capt. Edw. Hamilton.
<i>Veneau</i> (gun brig)	6	Lieut. Gourly.
23 sail of square-rigged vessels and 14 Tartons.		

† Squadron under Commodore Nelson, at Porto Ferrajo.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Captain,	74	Horatio Nelson, Esq. Commander.
<i>Inconstant</i> ,	36	Capt. J. F. Freemantle.
<i>Flora</i> ,	36	Capt. R. G. Middleton.
<i>Southampton</i> ,	32	Capt. J. M'Namara.
<i>Peterell</i> ,	16	Capt. B. Stuart.
<i>Veneau</i> (brig)	6	Lieut. Gourly.
<i>Rose</i> (cut.)	10	Lieut. Walker.

out

out success, the Squadron cruising under Rear Admiral A.D.
Mann*. 1796

On the 13th of October, Captain Richard Bowen, in the *Terpsichore* frigate, of 32 guns and 215 men, being on a cruise off Carthagera, at day-light in the morning discovered a frigate to windward, apparently in chase of him. Captain Bowen's situation was not the most desirable for engaging a ship which seemed much superior in size, his crew being considerably reduced by having left thirty men at the hospital, and still a greater number on board dangerously ill, and in a convalescent state. In addition to this disadvantage, he was not very distant from an enemy's port, so that in the event of a victory, he could hardly flatter himself with being able to carry off his prize. However, relying on the tried valour of his remaining crew, with whom he had experienced a variety of service for two years and a half, he resolved, at all hazards, to risk an action, rather than suffer the King's ship to be disgraced, or the character of a British seaman tarnished, by an attempt to fly from an enemy not much superior, excepting in bulk: he, therefore, continued to stand in without any alteration of course. At half past 9, A. M. the enemy came within hail, and hauled up on the *Terpsichore's* weather beam. As Captain Bowen conceived she only waited to place herself to advantage, and point her guns with exactness, and being unwilling to lose the position he was then in, he ordered a gun to be fired to try his intentions, which was instantly returned by a broadside. A most desperate action now ensued, and continued with determined spirit and bravery on both sides, for an hour and twenty minutes, when the enemy's fire began to slacken, and she attempted to make off; but the superior skill of Captain Bowen in the judicious management of his ship, frustrated the attempt, and in less than twenty minutes compelled him to surrender. By this time the enemy was completely disabled, her guns on the main deck were rendered entirely useless, the booms having fallen down upon it; the standing and running rigging cut to pieces, with 30 men killed and as many wounded. When taken possession of, she proved to be the *Mahonesa*, Spanish frigate, commanded by Don Thomas Agalda, of 34 guns, besides cohorns and swivels, manned with 275 men. She was from Cartha-

* Appendix, Chap. II. No. 327.

A. D. 1796 gena, with six pilots on board, for Don Langara's fleet, which she was sent to look out for.

The *Terpsichore* had only the boatswain and three seamen wounded*.

The restless and turbulent spirit of the Corsicans, had, for some time, manifested a disposition to shake off their new allegiance. For this purpose they found means to co-operate with the French who were on the island; and soon became so formidable, that Sir Gilbert Elliot, the Viceroy, found it necessary to intimate to them, that he should withdraw the British forces, and leave them to their former masters. Accordingly on the 15th of October the British evacuated the island.

On the 12th of December, at daylight in the morning, Captain Richard Bowen in the *Terpsichore* frigate, being on a cruize off Cadiz, discovered a large frigate lying-to on his weather quarter, the wind at this time blowing hard from the S. E. with a heavy short sea. Captain Bowen instantly made sail, and gave chase to windward. The enemy made all the sail she could upon a wind. The chase was continued with much manœuvring on both sides, till two o'clock in the morning of the 13th, both ships working to windward under their courses, when the *Terpsichore* being close in with the land, about Cape Marcus, Captain Bowen wore, gave up the pursuit, and brought to, with the ship's head off shore.

About eight in the morning, the enemy's frigate was again seen from the mast-head; the wind having shifted to the S. W. gave Captain Bowen the weather gage. He immediately wore and made sail in chase. The enemy crowding all the sail she could set for Cadiz. The *Terpsichore* having the preceding day sprung her main and fore-mast, made Captain Bowen fearful he should not be able to close with her, before she could effect her escape. However, by ten o'clock at night, he had the satisfaction of getting alongside of her. The enemy finding it impossible to avoid an action, brought to; when a most gallant and spirited battle commenced, and continued with great fury for an hour and a quarter; at which time the enemy was completely dismasted, with her Captain and 40 men killed

* The society of merchants in London, for rewarding officers, &c. voted Captain Bowen a piece of plate, valued 100 guineas, for his gallant services.

and wounded, she struck, and proved to be *La Vestale*, of 36 guns and 300 men. The *Terpsichore* had 4 killed and 18 wounded; among the latter, Lieutenant George Bowen, brother to the Captain, who was the only Lieutenant on board, the two others, with three midshipmen, the boatswain and 40 men, being absent either at the hospital or in prizes. Captain Bowen sent the Master with 8 seamen to take charge of the prize, which had by this time drifted into 4 fathoms water, not an anchor clear for letting go, and most of the surviving Frenchmen drunk. By great exertions and perseverance, the Master made shift to bring her up in rather less than three fathoms water, and rode out the night about a mile or two from the shore, to the N. W. of Cape Trislegar, although the bottom was full of rocks.

The *Terpsichore*, from her very crippled situation and want of hands to repair her damages, could render her prize no assistance, till the next morning, when she stood in and anchored by her. In the evening a favourable flant of wind gave Captain Bowen an opportunity of getting under weigh with his prize in tow; but the tow rope soon getting foul of a rock, it was cut to extricate both ships from imminent danger.

The *Terpsichore* with her prize stood off for the night, but so soon as it was dark, and the prize had lost sight of the *Terpsichore*, the Frenchmen took the charge from the Master, anchored her in five fathoms water, and were preparing to hoist out the launch, with an intent to proceed in her to the shore; but some Spanish boats coming off, and the wind drawing round to the S. E. they hove up the anchor, and hoisting a few small sails upon the sheers which had been erected, steered along shore for Cadiz.

In the morning, when Captain Bowen stood in to look for his prize, he had the mortification to see her, towing into Cadiz, with the National colours flying.

La Vestale was afterwards taken in the year 1799, by Captain Charles Cunningham of the *Clyde*.

On the 19th of December, the *Courageux* of 74 guns, commanded by Captain Benjamin Hallowell, was driven from her anchors in Gibraltar bay in a violent gale of wind, which continued the whole of the next day, attended with thick, hazy weather, and dreadful thunder and lightning. Unfortunately, having stood too far over to the coast of Barbary in the night, she struck upon a rock, over which

A.D. 1796 the sea broke with such violence, that the ship was soon dashed to pieces. This melancholy accident was attended by the loss of near 500 brave fellows, not more than 124 having survived to relate the unhappy fate of their companions. Captain Hallowell was at this time attending a court-martial when the ship broke adrift, and it blew so hard that he could not get on board, by which fortunate event, the life of a valuable and brave officer was preserved.

Commodore Nelson having been dispatched by Sir John Jervis, in *Le Minerve* frigate, accompanied by the *Blanche*, to Porto Ferrajo, to bring the naval stores left there to Gibraltar, on the night of the 19th of December, fell in with two Spanish frigates; the Commodore directed Captain Cockburn to attack the ship which carried the poop light; and the *Blanche* to bear down and attack the other. At 40 minutes past ten, *La Minerve* brought her antagonist to close action, which continued without intermission till half past one, when *La Sabina* of 40 guns, 28 eighteen pounders on the main deck, 286 men, Captain Don Jacoba Stuart, struck her colours, having lost her mizen mast, and 164 men killed and wounded.

La Minerve had seven men killed; Lieutenant Noble (who quitted the Captain to serve with Commodore Nelson) the boatswain and 32 wounded. All her masts were shot through, and rigging much cut.

Lieutenants Calverhouse and Hardy, having been put in charge of the *Sabina*, and taken in tow, at four A. M. on the 20th, a frigate was seen coming up, which, by her signals, was known to be Spanish: at half past four she brought the *Minerva* to action; she then cast off the prize, and Lieutenant Calverhouse was directed to stand to the southward; after a trial of strength of more than half an hour, she wore and hauled off. At this time three other ships were observed standing for the *Minerva*, which the Commodore was in hopes were only frigates, and that the *Blanche* was one of them. But at the dawn of day, to his great mortification, they proved to be two Spanish ships of the line and two frigates. The *Blanche* was seen at some distance to windward. In this situation, the enemy bringing up the breeze, were frequently within shot, it required all the skill of Captain Cockburn, which he eminently displayed, to get off with a crippled ship. Lieutenants Calverhouse

Calverhouse and Hardy managed the prize with such judgment, that by steering a different course, and hoisting the English colours over the Spanish, that it evidently attracted the notice of the Admiral, who quitted the pursuit of the *Minerva* for that of the *Sabina*; which, after a stout resistance with one of the frigates, and her main and fore-masts falling over her side, she was obliged to surrender.

A.D.
1796

In this conflict the *Minerva* had the gunner and nine men wounded.

Captain D'Arcy Preston in the *Blanche*, engaged the other Spanish frigate, which after a short resistance, was completely silenced, and hauled down her colours; but before possession could be taken, three other ships approached within gun shot of the *Blanche*, which compelled Captain Preston to wear and join the *Minerva*.

Commodore Nelson in his letter, speaks in the highest terms of the gallantry and conduct of Captain Cockburn and his officers, and of the superior state of discipline of the *Minerva*, generously attributing to themselves, the merits of the above noble actions.

NORTH AMERICA*.

The cruizers under Vice Admiral George Murray were actively employed in the protection of the trade, and took several of the enemy's privateers.

On the 4th of May, the *Spencer* sloop of war, of 18 guns, commanded by Captain Evans, being on a cruize off Bermuda, in company with the *Bonetta*, Captain Rodd, and *L'Esperance*, Captain Rose, having chased a sail out of sight of the two latter, came up with, and after a brisk action of an hour and a quarter, captured *La Volcan* French corvette of 12 guns and 95 men, many of whom were killed and wounded. The *Spencer* had one man killed and one wounded.

L'Esperance and *Bonetta* on the same day captured *Le Poisson Volant*, formerly his Majesty's schooner *Flying Fish*, taken in the West-Indies.

On the 28th of August, Vice Admiral Murray being on a cruize with part of his squadron off Cape Henry, discovered three sail of large ships, to which he gave chase. At

* Appendix, Chap. II. No. 328.

A.D. 1796 half past five in the evening, Captain Church, in the *Topaze*, came up with the sternmost, when she struck, after discharging her broadside. She proved to be *L'Elizabeth*, mounting 36 guns, a large merchant ship armed for war. Admiral Murray continued the pursuit of the other two; but they effected their escape under cover of the night.

NEWFOUNDLAND.

The French squadron under the command of Admiral Richery, which had been shut up in Cadiz, with the captures he had made from the Mediterranean convoy the preceding summer, put to sea with the Spanish fleet in the month of October, and proceeded to the coast of Newfoundland, where they burnt and destroyed property to a large amount on the coast, and in the ports of this island. Admiral Richery returned from hence to Rochelle, and soon after joined the fleet at Brest.*

The British squadron employed on this station under Sir James Wallace, was at this time variously detached; neither would they, if collected, have been of sufficient force to have opposed the enemy, or prevented the depredations they committed.†

LEEWARD ISLANDS.‡

On the 15th of April Admiral Sir J. Laforey detached a small squadron, under the command of Captain Parr, to take possession of the Dutch settlements of Demerara, Iliquibo, and Berbice; 1200 troops were embarked on board the squadron, under the command of Major General Whyte.§ On the 21st they arrived off Demerara; and in the evening *La Pique* and *Babet* frigates, with the *Grenada* transport and small vessels, passed the bar, and came to an anchor at the entrance of the river within random shot of the fort. The night was employed in making the necessary arrangements for landing the troops. At day light a flag of truce was sent to the governor, to demand the surrender of the colony and its dependencies to his Britannic Majesty, on the

* Appendix, Chap. II. No. 329.

† Appendix, Chap. II. No. 330.

‡ Appendix, Chap. II. No. 331.

§ Appendix, Chap. II. No. 332.

terms proposed by General Whyte and Captain Parr, which were immediately accepted, and his Majesty's troops put in possession of the place. In the harbour were taken the Thetis Dutch frigate of 24 guns, the Sea Gull cutter of 12 guns, and several merchant vessels richly laden. Having left a sufficient number of troops for the defence of Demerara, General Whyte and Captain Parr proceeded to Berbice, which on the 2d of May also surrendered. A. D. 1796

On the 21st of April Rear Admiral Sir Hugh Cloberry Christian, K. B. arrived in Carlisle Bay, Barbadoes, with a squadron of ships of war and transports, from England;* where he joined Admiral Sir John Laforey, who on the next day sailed with the fleet of men of war and transports; and on the 23d anchored in Marine bay, Martinico.

Sir John Laforey resigned the command of the fleet to Rear Admiral Christian, and sailed for England in the *Majestic*. On the evening of the 26th Rear Admiral Christian proceeded with the squadron and transports, having on board a large body of troops, under the command of Lieutenant General Sir Ralph Abercromby, to the attack of the island of St. Lucia.†

The disposition for landing the troops having been previously arranged by the admiral and general, the debarkation was effected of two divisions in Choc bay, with very little opposition, under cover of the *Vengeance*, *Ganges*, *Alfred*, *Arethusa*, *Beaulieu*, *Hebe*, *Astrea*, *Pelican*, and *Victorieuse* brig.

On the 28th the whole of the troops were landed, and proceeded to the attack of the enemy's different posts, which were of considerable strength, and defended with the greatest obstinacy. Beaten at length from one to the other, they retreated into Morne Fortuné. On the 2d of May the general made an unsuccessful attack on the enemy's batteries on the side of the Grand Cul de Sac, in which the *Madras*, *Beaulieu*, *Pelican*, and *Victorieuse*, were ordered to co-operate. The more effectually to assist the operations of the army, the admiral ordered 800 seamen to be landed from the fleet, under the command of Captain Lane, of the *Astrea*, and Captain Ryves, of the *Bull Dog*; 320 marines were also landed.

* Appendix, Chap. II. No. 331.

† Appendix, Chap. II. No. 333.

A.D. 1796 The blockade and siege of Morne Fortuné was now carried on with such vigour and success, that on the 24th the enemy desired a suspension of arms. The next morning a capitulation for the whole island ensued; and on the 26th his Majesty's troops took possession of Morne Fortuné. The garrison amounted to 2000 men. A great quantity of ordnance, ammunition, and military stores, were found in the different batteries. A ship, three brigs, and five schooners were taken in the Carenage.

The loss the army sustained at the reduction of St. Lucia, amounted to one major, one captain, one serjeant, 62 rank and file killed; three lieutenant colonels, two majors, twelve captains, fourteen lieutenants, three ensigns, fourteen serjeants, 339 rank and file wounded; four captains, two lieutenants, three serjeants, 113 rank and file missing.

Captain Lane, of the *Astrea*, was sent home with the admiral's dispatches, in which he commends highly the meritorious conduct of the captains, officers and men employed on this service.

General Abercrombie bestowed a most honourable tribute of praise to the support and co-operation which he derived from the navy, in his general orders, of which the following is an abstract:

Head Quarters, St. Lucia, May 27, 1794.

“ During the services which have been carried on in
 “ the island of St. Lucia, all the courage and every exer-
 “ tion of the army would have proved ineffectual, if Rear
 “ Admiral Sir H. C. Christian, and the royal navy, had
 “ not stepped forward with the alacrity which has been so
 “ conspicuous in forwarding the most arduous part of the
 “ public service: to their skill and unremitting labour, is
 “ in a great measure owing the success which has attended
 “ his Majesty's arms. It will afford the commander in
 “ chief the greatest satisfaction, to be able to lay before his
 “ Majesty the eminent services which have on this occasion
 “ been performed by the royal navy, and Admiral Sir H.
 “ C. Christian, will confer a particular obligation on
 “ Lieutenant General Sir Ralph Abercrombie, and the ar-
 “ my at large, if he will be so obliging as to communicate
 “ to the royal navy, and in particular to Captains Lane,
 “ Ryves, and Stephenson, and the other officers who acted
 “ on

“ on shore, and to the corps of marines, the great obligation which they consider themselves under to them. A.D. 1796

“ Signed, T. BUSBY, Asst. Adj. Gen.”

After the reduction of the island of St. Lucia, Rear Admiral Christian detached a small squadron of frigates, under the command of Captain Wolley, to co-operate with Lieutenant General Sir Ralph Abercrombie, in quelling the insurrections, which raged with great violence and animosity in the islands of St. Vincent and Grenada. The insurgents were chiefly composed of people of colour and Charibs, who, after an obstinate resistance, laid down their arms and surrendered by capitulation.* On this service two seamen belonging to the *Arethusa* were killed with the troops on shore; and at Grenada seven seamen were killed and five wounded belonging to the *Mermaid*, by the bursting of one of her main deck guns.

Towards the latter end of June Rear Admiral Hervey arrived at Martinico in the *Prince of Wales*, and relieved Sir H. C. Christian in the command of the fleet; who soon after with Rear Admiral Pole returned to England in the *Beaulieu* frigate.

In September Vice Admiral Sir Hyde Parker and Rear Admiral Bligh arrived at Fort Royal, Martinique, and soon after proceeded to their command at Jamaica.

On the 25th of November Captain Robert Barton, in the *Lapwing*, when lying at St. Kitts, received intelligence by an advice boat that the island of Anguilla had been attacked by two French men of war, and several smaller vessels, having on board 400 troops. Captain Barton felt it his duty to leave the service he had been ordered on, and proceeded instantly to endeavour to relieve the place; but the wind blowing strong from the northward, prevented his getting up before the morning of the 27th, when he found the French had landed the preceding day about 300 men, burnt several houses in the town, plundered the island, and committed every devastation possible, attended with acts of great cruelty. Upon the appearance of the *Lapwing* the

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
* <i>Arethusa</i>	- 38	Capt. Thomas Wolley
<i>Hebe</i>	- 38	M. H. Scott
<i>Mermaid</i>	- 32	R. W. Otway
<i>Pelican</i> (brig)	- 16	I. C. Searle
<i>Beaver</i>	- 16	S. G. Warner

enemy

A.D. 1796 enemy embarked their troops and endeavoured to get off; which Captain Barton effectually prevented, by bringing the two men of war to close action, which lasted near two hours, when the ship struck her colours, and proved to be *Le Decius*, mounting 24 six pounders, two twelve pound carronades, and two brass field pieces, with 133 seamen, and 203 troops, commanded by Citoyen Andrew Senis. She had 80 men killed, and 40 wounded. The brig *La Vaillante*, mounting four 32 and 24 pounders, with 45 seamen and 90 soldiers, bore away and ran on shore on the island of St. Martin's, where she was destroyed by the fire of the *Lapwing*, whose loss amounted to one man killed, and seven wounded.

Captain Barton, by his meritorious conduct, having effectually relieved the island of Anguilla, was proceeding with his prize to St. Christopher's. On the day following he was chased by two French frigates (*La Thetis* and *La Pensée*): to prevent *La Decius* being recaptured, he was under the necessity, after taking out the prisoners and his own men, to set her on fire.

The inhabitants of St. Christopher's, highly sensible of the services Captain Barton had rendered the West-India Islands, particularly their own, on his arrival presented him with the following address:

“ To Robert Barton, Esq. Commander of his Majesty's Ship *Lapwing*.

“ The Address of the inhabitants of St. Christophers, on his recent success against the land and sea forces destined for the reduction of Anguilla, presented by a deputation from the island at large.

“ Deputations from a whole community are not common, because it rarely happens that actions so brilliant as to excite general admiration are performed; but your success, Sir, is of a nature so glorious to yourself; so honourable to the service in which you are engaged; so fortunate and critical for the inhabitants of Anguilla, that a sister colony would be insensible not to feel, and ungrateful not to acknowledge it.

“ It is not, however, by our acknowledgements or emotions that your deserts can be expressed; they are proclaimed by the tongues, and engraven on the hearts of the people you have saved; whom a merciless enemy doomed to

to destruction; and whom you rescued from the horrors with which they were menaced. A.D. 1796

“ These devoted people hail you as their deliverer; bless you for the security and happiness to which they are restored; and while they recite your actions, will perpetuate your name in the traditions of their country, and the memories of their children. Nor do the testimonies of your honour cease here; even your enemies bear witness to the value of your exertions, and the importance of your victory. They tell it wherever they mention their losses and disappointments, the destruction of their shipping, and the slaughter of their men. They tell too, not indeed so loudly, but much more emphatically, wherever they mention your humanity and goodness; your care of the wounded; your anxiety for their preservation when the *Decius* was sinking; your endeavours and success in rescuing from the waves such as the fury of the battle had blindly driven into them. While saying this, they acknowledge that mercy and courage are the inseparable associates of noble minds; and that the honour of the union is yours.”

Captain Barton returned this Answer.

“ *Lapwing, Basseterre Roads, Jan. 2, 1797.*

“ Gentlemen,

“ I return you many thanks for the honour you have done me; and am happy that, in doing my duty, I have been so fortunate as to relieve the distressed. I must add, little was my share, as the whole depended on my officers and men, who I know are equally happy, and feel as much as I do, at any fortunate event that has been of any service to their king, their country, and the colonies.

“ I am with respect,

“ Gentlemen, &c.

“ ROBERT BARTON.”

JAMAICA.*

On the 22d of March Rear Admiral William Parker, in conjunction with Major General Forbes, made an unsuccessful attack on the town of Leogane, in the island of St. Domingo: the ships of war which covered the landing, and

* Appendix, Chap. II. No. 334; also the ships employed on the coast of Africa.

brought

A.D. brought up against the enemy's batteries, lost some men.
 1796 The Leviathan five killed and twelve wounded; the Africa one killed and seven wounded.*

In July Rear Admiral Parker returned to England with the convoy.

CAPE OF GOOD HOPE.†

Vice Admiral Sir George Keith Elphinstone, when in Simon's Bay refitting his squadron, on the 3d of August received intelligence that several ships had been seen in the Offing at Saldanha Bay. This being confirmed on the 5th, the admiral made every preparation for putting to sea; but the Monarch's main-mast being out, and the weather extremely tempestuous, it was the 6th before he could quit his anchorage. The squadron continued to cruize until the 12th, without being able to see or hear any thing of the strange vessels; and during this time having encountered some dreadful storms, in which many of the ships were much damaged, they returned to Simon's Bay. Admiral Elphinstone, upon his arrival, learnt from the master attendant that the ships seen had put into Saldanha Bay on the same day which he had sailed; and that four fast sailing vessels had been dispatched in quest of him.

Immediately the admiral received this intelligence, he made the signal for the squadron to weigh; but the wind, which blew strong, and increasing the next day to a perfect tempest, made it impossible to break the ships loose without the most imminent danger. On the 15th the storm having abated, the squadron got under sail, and arrived off Saldanha Bay the next evening at sun set. The Crescent, which had been ordered a-head to reconnoitre, made the signal for having discovered the enemy's ships moored in the Bay. Admiral Elphinstone soon perceived their force to be

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
* Swiftsure, -	74	{ William Parker, Esq. Rear Ad. of of the Red, Capt. R. Parker.
Leviathan -	74	— J. T. Duckworth.
Africa, -	64	— Rod. Home.
Iphigenia, -	32	— F. F. Gardner.
Ceres, -	32	— J. Newman.
Lark, -	16	— W. Ogilvy.
Cormorant -	26	— F. Collingwood.
Serin, -	16	— D. Guerin.

† Appendix, Chap. II. No. 335.

much

much inferior to his own, stood into the Bay in the order of sailing, and anchored his squadron within shot of the enemy's ships.* Actuated by principles of humanity, and to spare the unnecessary shedding of blood, he dispatched Lieutenant Coffin, of the Monarch, with a flag of truce and a letter to the Dutch admiral, to request him to surrender the ships under his command without resistance. To this the Dutch admiral sent a verbal message that a positive answer should be given to the admiral's demand the next morning at day break. Sir G. K. Elphinstone, fearful lest the enemy should avail themselves of the time allotted to injure the ships of war and stores, wrote to the Dutch admiral to desire a positive assurance that no such advantage should be taken. In reply, he assured Sir George, upon his honour, that no damage whatever should be done to the ships, &c.; but that it was necessary for him to call to his aid the captains of the squadron, whom he was obliged to assemble in council of war, on account of responsibility.

The next morning the Dutch admiral sent on board the Monarch terms of capitulation; all of which were accepted by Sir George Keith Elphinstone, excepting the second, wherein the Dutch Admiral requires the Braave and Sirenne frigates to be appointed cartels to convey himself, officers, and ships crews to Holland. This Admiral Elphinstone refused, in consequence of the cartel ships which had been sent from Toulon and various other places, under similar circumstances, having been detained and their crews imprisoned, contrary to the laws and usage of war, and general good faith of nations.

Captain John Aylmer, of the Tremendous, was sent to England with the Vice-Admiral's dispatches, giving an account of the surrender of the Dutch fleet.

In October, Sir George Keith Elphinstone sailed for England, leaving the command of the fleet to Rear Admiral Pringle.

In December, Captain Spranger in the Crescent, with the Braave and Sphinx, destroyed a settlement which the French had established at Foul Point, on the island of Madagascar, and took two ships, a brig, a cutter and lugger, which were lying at anchor there.

* Appendix, Chap. II. No. 336.

A. D.

1795

EAST-INDIES.*

On the 16th of February, Rear Admiral Rainier reduced the Dutch settlement of Amboyna and its dependencies; and on the 8th of March, Banda was also delivered up to him. The Admiral found in the treasury at Amboyna, 81,112 rix-dollars, and in store, 515,940 pounds weight of cloves. In the treasury at Banda, 66,675 rix-dollars, and in store, 84,777 pounds of nutmegs, 19,587 pounds of mace, besides merchandize and other stores of great value.

Early in the year, Captain Alan Hyde Gardner in the *Heroine*, was detached by Sir Keith Elphinstone with a small squadront to co-operate with a body of troops, under Colonel Stuart, in the reduction of Colombo on the island of Ceylon.

On the 5th of February the squadron anchored off Negombo, about 15 miles to the northward of Colombo; a small body of the troops were immediately landed under Major Barbett, and possession taken of the enemy's fort which they had evacuated. On the next day the whole army was disembarked, and proceeded on its march to Colombo, meeting with little opposition from the enemy, who retreated into the fort as the troops advanced.

On the morning of the 12th, the ships of war and transports anchored within two miles of the fortress; and a sufficient quantity of guns and stores were landed for carrying on the siege. On the 14th, every thing being prepared for an attack, Captain Gardner and Colonel Stuart summoned the fort to surrender, on terms of capitulation, which were accepted by the Governor; and on the 16th, His Majesty's forces were put in possession of Colombo and its dependencies.

The value of the pepper, cinnamon, and other merchandize only, independent of the ships, military, and naval stores, is stated in the capitulation at 25 lacks of rupees.

Captain Gardner sent his dispatches home overland by his First Lieutenant, Mr. John Davies.

* Appendix, Chap. II. No. 337.

† Appendix, Chap. II. No. 338.

SUPPLEMENT.

*A List of the Officers who perished in the Royal George.
See page 73.*

RICHARD KEMPENFELT, Esq. Rear Admiral of
the Blue.

George Saunders	} lieutenants.
John M'Killop	
Thomas Searle	
James Bertrum	master.
William Hanwood	surgeon.
Robert Cork	} master's mates.
John Buchannan	
David Wilkins	
George Davis	} midshipmen.
Daniel Flood	
David Grey	
James Fish	
Alexander Frazer	
John Waghorn	
John Greenlees	
William Billing	
Thomas Wilkins	
William Jones	
Edward D'Auvergne	
P. Ogilvie	
William Story	
John Cheland	surgeon's mate.

Officers saved.

Martin Waghorn	} captain.
Philip Charles Durham	
Jeremiah Whittman	} lieutenants.
John Stephens	
Jeremiah Viguers	

A.D.
1782

J. Heron	purser.
Denis Sullivan	} master's mates.
Benjamin Brady	
James Irwin	} midshipmen.
John Culverhouse	
Philip Lamb	
W. P. Nicholson	
Thomas Little	
John Crisps	
William Davie	
Thomas Southcot	
William Pugsley	} captain's clerk.
Henry Dunbar	
Joseph Webb	

A List of the Officers who perished in the Ville de Paris and Glorieux, 1782.

VILLE DE PARIS. See page 106.

George Wilkinson	captain.
John Polkinhorne	} lieutenants.
Whilock Nichols	
Edward Byam	
William Leggat	
Philip Bragett	
John Laird	
Samuel Johnson.	
Thomas Anderson	master.
Daniel Abrathert	boatswain.
Henry Philips	gunner.
Thomas Wilson	carpenter.
Harrop Bird	surgeon.
Rev. Jer. Kidd	chaplain.
Timothy Goldsmith	} lieutenants of ma-
John Murray	
James Barnes	} master's mates.
Samuel Plucknett	
Thomas Craig	
John Howard	
John White	

William

William Wall	}	midshipmen.	A.D. 1782
Hugh Wallis			
W. R. Mackerel			
John Atkinson			
Richard Kendall			
Benjamin Flood			
And. W. Cunningham			
Nicholas Barber			
Thomas Child			
William Thackstone			
Edward Garrow			

Besides several officers who were passengers on board.

GLORIEUX. See page 106.

Hon. Thomas Cadogan	captain.		
John Bonner	}	lieutenants.	
James Addison			
Zac. Petite			
William Mitchell		master.	
John Hamilton		boatswain.	
Robert Muir		gunner.	
		carpenter.	
James Legefriche		surgeon.	
		purser.	
Rev. Owen Jones		chaplain.	
Andrew Clarke	}	master's mates.	
Robert Browne			
Robert Browne	}	midshipmen.	
Thomas Mag			
John Tillotson			
John James Berry			
John Graham			
T. H. Dennis			
John Black			
James Murray			
Daniel Reynolds		captain's clerk.	

Several other officers belonging to the ship, and passengers, whose names do not appear in the books, perished.

A.D.
1787

ADMIRALTY OFFICE, Nov. 17.

The Order of the King to the Lords of the Admiralty, altering the Uniforms of the Navy Officers as under-mentioned.

Admirals' Frocks.—Blue coats, with blue lappels and cuffs, gold lace holes three, pointing at the end with the same distinctions in the disposition for the different ranks as before; stand up collar with one hole on each side, three holes on the flaps, three on the outside cuffs, and three behind, white lining, new anchor buttons with laurel same as the full dress.

Captains post of three years.—Full dress blue coat with white lappels and cuffs, laced with gold lace, the pockets double laced, round cuffs with two laces, three buttons to the pockets and cuffs, blue stand up collar double laced, white lining, new buttons with the anchor in an oval, white cloth waistcoat and breeches plain.

Ditto Frocks.—Blue cloth coats, blue lappels and round cuffs, fall down collar, gold laced holes square at both ends, regular in the lappels, two to the pockets, and two to the cuffs, none behind, white lining, buttons the same as full dress, white cloth waistcoat and breeches plain.

Captains under three years.—Full dress blue coat with white lappels and cuffs, laced with gold lace, the pockets once laced, round cuffs with one lace, three buttons to the pockets and cuffs, blue stand up collar double laced, white lining, buttons as before mentioned, white cloth waistcoat and breeches plain.

Ditto Frocks.—Blue coat, blue lappels, do. round cuffs, fall down collar, gold laced holes square at both ends, nine holes in the lappels three's, two to the pockets, and two to the cuffs, none behind, white lining, buttons same as before, white cloth waistcoat and breeches plain.

Masters and Commanders.—Full dress blue cloth coat, with blue lappels and round cuffs, laced with gold lace, the pockets once laced, and one on the cuffs, three buttons to each stand up collar, double laced, white lining, buttons as before mentioned, white cloth waistcoat and breeches plain.

Masters

Masters and Commanders Frocks.—Blue coat, with blue lappels, round cuffs, and fall down collar, gold laced holes square at each end, ten holes in the lappels by two's, two to the pockets, and two on the lappels, none behind, white lining, buttons as before, white cloth waistcoat and breeches plain. A.D. 1787

Lieutenants' Full Dress.—Blue cloth coat, with white lappels, ditto round cuffs, holes regular in the lappels, three buttons to the pockets, and three to the cuffs, stand up collar, white lining, buttons same as the captains, white cloth waistcoat and breeches plain.

Undress.—Blue cloth coat edged with white cloth, blue lappels, and ditto round cuffs, three buttons to the pockets and cuffs, stand up collar, buttons as above, white cloth waistcoat and breeches.

Warrant Officers.—Blue cloth coat, with blue lappels and round cuffs, fall down collar, three buttons to the pockets and cuffs, white lining, but not edged with white, buttons with an anchor, same as the captain's former ones, white cloth waistcoat and breeches.

Masters' Mates.—Blue cloth coat edged with white, no lappels, blue round cuffs with three buttons, and three to the pockets, fall down collar, white lining, button same as warrant officers, white cloth waistcoat and breeches.

Midshipmen.—Blue cloth coat, no lappels, blue round cuffs with three buttons, and three to the pockets, stand up collar, with small white turned back as before, white lining, but not edged, buttons same as warrant officers, white cloth waistcoat and breeches.

In February a vessel was freighted from Madras to carry stores to his Majesty's fleet at the Andamens. The master being unacquainted with the situation of the harbour, sent a small boat in the afternoon to explore an opening in the land, that appeared like the entrance; the boat stood in; it soon after fell dark, and the boat was swept, by a rapid current,

A. D. current, through a channel that divided the main island, and opened into the bay of Bengal. The north-east monsoon at this time prevailed with great violence: unable to make head against the wind and current, the boat was forced to leeward, and driven irresistibly into the Indian Ocean. Eighteen days afterwards she was picked up by a French ship, near the equinoctial line. The crew, consisting of two Europeans and six Lascars; and shocking to relate, when relieved by the French ship, three of the Lascars had been killed and eaten by their companions. By this unfortunate accident, a strait was discovered, which divides this island into two, and opens a clear passage into the bay of Bengal.

ERRATA.—VOL. II.

- Page 7, line 24, formal, *read* formidable.
 24, — 26, Actiennaire, *read* Actionnaire.
 28, — note, James Rowley, *read* Joshua Rowley.
 39, — 25, fluskcs, *read* flukes.
 50, — 17, the, *read* two.
 36, become, *read* became.
 53, — 11, Ifis, *read* Iris.
 34, — 10, Ifis, *read* Iris.
 56, — 32, Ifis, *read* Iris.
 70, — 3, four, *read* twenty-four.
 71, — 10, 19, } Foudryant, *read* Foudroyant,
 24, 26, }
 137, — 39, , Prince omitted.
 138, } date 1782, *read* 1783.
 139, }
 235, — 11, this mark * should be §.
 note, Quebec, 74, *read* 32.
 322, — 222, title 322.
 402, — 8, Vigir, *read* Vigie.
 406, — 5, Razon, *read* Razor.
 416, — 16, near *read* rear.
 note, Galatea, 56, *read* Galatea, 36.
 ditto, Tamire, *read* Thames.
 418, Virginia, *read* Virginie.
 426, — 16, Dovaonorey, *read* Douarnenes.
 448, note † 337.

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In July Rear Admiral Parker returned to England with the convoy.

CAPE OF GOOD HOPE.†

Vice Admiral Sir George Keith Elphinstone, when in Simon's Bay refitting his squadron, on the 3d of August received intelligence that several ships had been seen in the Offing at Saldanha Bay. This being confirmed on the 5th, the admiral made every preparation for putting to sea; but the Monarch's main-mast being out, and the weather extremely tempestuous, it was the 6th before he could quit his anchorage. The squadron continued to cruize until the 12th, without being able to see or hear any thing of the strange vessels; and during this time having encountered some dreadful storms, in which many of the ships were much damaged, they returned to Simon's Bay. Admiral Elphinstone, upon his arrival, learnt from the master attendant that the ships seen had put into Saldanha Bay on the same day which he had sailed; and that four fast sailing vessels had been dispatched in quest of him.

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Africa,	-	64	Rod. Home.
Iphigenia,	-	32	F. F. Gardner.
Ceres,	-	32	J. Newman.
Lark,	-	16	W. Ogilvy.
Cormorant	-	26	F. Collingwood.
Serin,	-	16	D. Guerin.

† Appendix, Chap. II. No. 335.

much

much inferior to his own, stood into the Bay in the order of sailing, and anchored his squadron within shot of the enemy's ships.* Actuated by principles of humanity, and to spare the unnecessary shedding of blood, he dispatched Lieutenant Coffin, of the Monarch, with a flag of truce and a letter to the Dutch admiral, to request him to surrender the ships under his command without resistance. To this the Dutch admiral sent a verbal message that a positive answer should be given to the admiral's demand the next morning at day break. Sir G. K. Elphinstone, fearful lest the enemy should avail themselves of the time allotted to injure the ships of war and stores, wrote to the Dutch admiral to desire a positive assurance that no such advantage should be taken. In reply, he assured Sir George, upon his honour, that no damage whatever should be done to the ships, &c.; but that it was necessary for him to call to his aid the captains of the squadron, whom he was obliged to assemble in council of war, on account of responsibility.

The next morning the Dutch admiral sent on board the Monarch terms of capitulation; all of which were accepted by Sir George Keith Elphinstone, excepting the second, wherein the Dutch Admiral requires the Braave and Sirene frigates to be appointed cartels to convey himself, officers, and ships crews to Holland. This Admiral Elphinstone refused, in consequence of the cartel ships which had been sent from Toulon and various other places, under similar circumstances, having been detained and their crews imprisoned, contrary to the laws and usage of war, and general good faith of nations.

Captain John Aylmer, of the Tremendous, was sent to England with the Vice-Admiral's dispatches, giving an account of the surrender of the Dutch fleet.

In October, Sir George Keith Elphinstone sailed for England, leaving the command of the fleet to Rear Admiral Pringle.

In December, Captain Spranger in the Crescent, with the Braave and Sphinx, destroyed a settlement which the French had established at Foul Point, on the island of Madagascar, and took two ships, a brig, a cutter and lugger, which were lying at anchor there.

* Appendix, Chap. II. No. 336.

A. D.

EAST-INDIES.*

1795

On the 16th of February, Rear Admiral Rainier reduced the Dutch settlement of Amboyna and its dependencies; and on the 8th of March, Banda was also delivered up to him. The Admiral found in the treasury at Amboyna, 81,112 rix-dollars, and in store, 515,940 pounds weight of cloves. In the treasury at Banda, 66,675 rix-dollars, and in store, 84,777 pounds of nutmegs, 19,587 pounds of mace, besides merchandize and other stores of great value.

Early in the year, Captain Alan Hyde Gardner in the *Heroine*, was detached by Sir Keith Elphinstone with a small squadront to co-operate with a body of troops, under Colonel Stuart, in the reduction of Colombo on the island of Ceylon.

On the 5th of February the squadron anchored off Negombo, about 15 miles to the northward of Colombo; a small body of the troops were immediately landed under Major Barbett, and possession taken of the enemy's fort which they had evacuated. On the next day the whole army was disembarked, and proceeded on its march to Colombo, meeting with little opposition from the enemy, who retreated into the fort as the troops advanced.

On the morning of the 12th, the ships of war and transports anchored within two miles of the fortress; and a sufficient quantity of guns and stores were landed for carrying on the siege. On the 14th, every thing being prepared for an attack, Captain Gardner and Colonel Stuart summoned the fort to surrender, on terms of capitulation, which were accepted by the Governor; and on the 16th, His Majesty's forces were put in possession of Colombo and its dependencies.

The value of the pepper, cinnamon, and other merchandize only, independent of the ships, military, and naval stores, is stated in the capitulation at 25 lacks of rupees.

Captain Gardner sent his dispatches home overland by his First Lieutenant, Mr. John Davies.

* Appendix, Chap. II. No. 337.

† Appendix, Chap. II. No. 338.

SUPPLEMENT.

*A List of the Officers who perished in the Royal George.
See page 73.*

RICHARD KEMPENFELT, Esq. Rear Admiral of
the Blue.

George Saunders	}	lieutenants.
John M'Killop		
Thomas Searle		master.
James Bertrum		surgeon.
William Hanwood	}	master's mates,
Robert Cork		
John Buchannan		
David Wilkins		
George Davis	}	midshipmen.
Daniel Flood		
David Grey		
James Fish		
Alexander Frazer		
John Waghorn		
John Greenlees		
William Billing		
Thomas Wilkins		
William Jones		
Edward D'Auvergne		
P. Ogilvie		
William Story		
John Cheland		surgeon's mate.

Officers saved.

Martin Waghorn	}	captain.
Philip Charles Durham		
Jeremiah Whittman	}	lieutenants.
John Stephens		
Jeremiah Viguers		

A.D.
1782

J. Heron	purser.
Denis Sullivan	} master's mates.
Benjamin Brady	
James Irwin	} midshipmen.
John Culverhouse	
Philip Lamb	
W. P. Nicholson	
Thomas Little	
John Crisps	
William Davie	
Thomas Southcot	
William Pugsley	} captain's clerk.
Henry Dunbar	
Joseph Webb	

A List of the Officers who perished in the Ville de Paris and Glorieux, 1782.

VILLE DE PARIS. See page 106.

George Wilkinson	captain.
John Polkinhorne	} lieutenants.
Whilock Nichols	
Edward Byam	
William Leggat	
Philip Bragett	
John Laird	
Samuel Johnson.	
Thomas Anderson	master.
Daniel Abrathert	boatswain.
Henry Philips	gunner.
Thomas Wilson	carpenter.
Harrop Bird	surgeon.
Rev. Jer. Kidd	chaplain.
Timothy Goldsmith	} lieutenants of ma-
John Murray	
James Barnes	} master's mates.
Samuel Plucknett	
Thomas Craig	
John Howard	
John White	

William

William Wall	}	midshipmen.	A.D. 1782
Hugh Wallis			
W. R. Mackerel			
John Atkinson			
Richard Kendall			
Benjamin Flood			
And. W. Cunningham			
Nicholas Barber			
Thomas Child			
William Thackstone	}		
Edward Garrow			

Besides several officers who were passengers on board.

GLORIEUX. See page 106.

Hon. Thomas Cadogan	captain.		
John Bonner	}	lieutenants.	
James Addison			
Zac. Petite			
William Mitchell		master.	
John Hamilton		boatswain.	
Robert Muir		gunner.	
		carpenter.	
James Legefriche		surgeon.	
		purser.	
Rev. Owen Jones		chaplain.	
Andrew Clarke	}	master's mates.	
Robert Browne			
Robert Browne	}	midshipmen.	
Thomas Mag			
John Tillotson			
John James Berry			
John Graham			
T. H. Dennis			
John Black			
James Murray	}		
Daniel Reynolds			

captain's clerk.

Several other officers belonging to the ship, and passengers, whose names do not appear in the books, perished.

A.D.
1787

ADMIRALTY OFFICE, Nov. 17.

The Order of the King to the Lords of the Admiralty, altering the Uniforms of the Navy Officers as under-mentioned.

Admirals' Frocks.—Blue coats, with blue lappels and cuffs, gold lace holes three, pointing at the end with the same distinctions in the disposition for the different ranks as before; stand up collar with one hole on each side, three holes on the flaps, three on the outside cuffs, and three behind, white lining, new anchor buttons with laurel same as the full dress.

Captains post of three years.—Full dress blue coat with white lappels and cuffs, laced with gold lace, the pockets double laced, round cuffs with two laces, three buttons to the pockets and cuffs, blue stand up collar double laced, white lining, new buttons with the anchor in an oval, white cloth waistcoat and breeches plain.

Ditto Frocks.—Blue cloth coats, blue lappels and round cuffs, fall down collar, gold laced holes square at both ends, regular in the lappels, two to the pockets, and two to the cuffs, none behind, white lining, buttons the same as full dress, white cloth waistcoat and breeches plain.

Captains under three years.—Full dress blue coat with white lappels and cuffs, laced with gold lace, the pockets once laced, round cuffs with one lace, three buttons to the pockets and cuffs, blue stand up collar double laced, white lining, buttons as before mentioned, white cloth waistcoat and breeches plain.

Ditto Frocks.—Blue coat, blue lappels, do. round cuffs, fall down collar, gold laced holes square at both ends, nine holes in the lappels three's, two to the pockets, and two to the cuffs, none behind, white lining, buttons same as before, white cloth waistcoat and breeches plain.

Masters and Commanders.—Full dress blue cloth coat, with blue lappels and round cuffs, laced with gold lace, the pockets once laced, and one on the cuffs, three buttons to each stand up collar, double laced, white lining, buttons as before mentioned, white cloth waistcoat and breeches plain.

Masters

Masters and Commanders Frocks.—Blue coat, with blue lappels, round cuffs, and fall down collar, gold laced holes square at each end, ten holes in the lappels by two's, two to the pockets, and two on the lappels, none behind, white lining, buttons as before, white cloth waistcoat and breeches plain. A.D. 1787

Lieutenants' Full Drefs.—Blue cloth coat, with white lappels, ditto round cuffs, holes regular in the lappels, three buttons to the pockets, and three to the cuffs, stand up collar, white lining, buttons same as the captains, white cloth waistcoat and breeches plain.

Undress.—Blue cloth coat edged with white cloth, blue lappels, and ditto round cuffs, three buttons to the pockets and cuffs, stand up collar, buttons as above, white cloth waistcoat and breeches.

Warrant Officers.—Blue cloth coat, with blue lappels and round cuffs, fall down collar, three buttons to the pockets and cuffs, white lining, but not edged with white, buttons with an anchor, same as the captain's former ones, white cloth waistcoat and breeches.

Masters' Mates.—Blue cloth coat edged with white, no lappels, blue round cuffs with three buttons, and three to the pockets, fall down collar, white lining, button same as warrant officers, white cloth waistcoat and breeches.

Midshipmen.—Blue cloth coat, no lappels, blue round cuffs with three buttons, and three to the pockets, stand up collar, with small white turned back as before, white lining, but not edged, buttons same as warrant officers, white cloth waistcoat and breeches.

In February a vessel was freighted from Madras to carry stores to his Majesty's fleet at the Andamens. The master being unacquainted with the situation of the harbour, sent a small boat in the afternoon to explore an opening in the land, that appeared like the entrance; the boat stood in; it soon after fell dark, and the boat was swept, by a rapid current,

A. D. 1792 current, through a channel that divided the main island, and opened into the bay of Bengal. The north-east monsoon at this time prevailed with great violence: unable to make head against the wind and current, the boat was forced to leeward, and driven irresistibly into the Indian Ocean. Eighteen days afterwards she was picked up by a French ship, near the equinoctial line. The crew, consisting of two Europeans and six Lascars; and shocking to relate, when relieved by the French ship, three of the Lascars had been killed and eaten by their companions. By this unfortunate accident, a strait was discovered, which divides this island into two, and opens a clear passage into the bay of Bengal.

ERRATA.—VOL. II.

- Page 7, line 24, formal, *read* formidable.
 24, — 26, Actiennaire, *read* Actionnaire.
 28, — note, James Rowley, *read* Joshua Rowley.
 39, — 25, fluskes, *read* flukes.
 50, — 17, the, *read* two.
 36, become, *read* became.
 53, — 11, Ifis, *read* Iris.
 34, — 10, Ifis, *read* Iris.
 56, — 32, Ifis, *read* Iris.
 70, — 3, four, *read* twenty-four.
 71, — 10, 19, } Foudryant, *read* Foudroyant,
 24, 26, }
 137, — 39, , Prince omitted.
 138, } date 1782, *read* 1783.
 139, }
 235, — 11, this mark * should be §.
 note, Quebec, 74, *read* 32.
 322, — 222, title 322.
 402, — 8, Vigir, *read* Vigie.
 406, — 5, Razon, *read* Razor.
 416, — 16, near *read* rear.
 note, Galatea, 56, *read* Galatea, 36.
 ditto, Tamire, *read* Thames.
 418, Virginia, *read* Virginie.
 426, — 16, Dovaonorey, *read* Douarnenes.
 448, note † 337.

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